Vol 5 The War Illustrated No 119

Edited by Sir John Hammerton

FOURFENCE JAN. 30TH, 1942

DUTCH MARINES, forming part of a landing-party from a destroyer on manoeuvres. Sturdy lads like these are now giving a good account of themselves in the Dutch East Indies, invaded by the Japanese. Ever since the outbreak of hostilities in the Far East the armed forces of the Netherlands East Indies have made an impressive showing against the enemy. Their deeds by sea and air were prominent in the news from the Far East from the very first, and now the land forces are at grips with the Japanese on the island of Celebes.

Photo, Sport & General

NO. 120 WILL BE PUBLISHED TUESDAY, FEB. 10

THE 'LAST PHASE' OR 'THE MOST DANGEROUS'?

BY THE EDITOR

THESE questions arise out of a recent statement by one of the greatest leaders of the British Commonwealth: Field-Marshal Smuts. After Mr. Churchill, there is no spokesman of Empire whose words command greater respect, whose every public utterance deserves closer attention. Yet, on this one occasion I very respectfully ask if he has said the right word. The last phase? Surely not. The most dangerous? Almost certainly.

HOW do we stand at the time of this writing? In a very critical position with no great clearing of the clouds. They are low, if not lowering; but while low clouds might have led to an unwise naval action by offering a tenuous substitute for the substantial roof of R.A.F. fighters which was not available (as it should have been), and the consequent disaster might well have raised up a British Jeremiah to echo "Woe! Woe! Ansaldo," the low clouds that hang over the War World today must not, and will not, depress those world-wide forces that are making the supreme stand for freedom. They will rather intensify the effort needed for their dispersal. And that effort will certainly mark 1942 as the War's most dangerous year.

THE Last Phase is still far off. Various critical phases must, and will, be presented to us before the final one is discernible. What are the facts as distinct from rumours, guesses and wishful thinking?

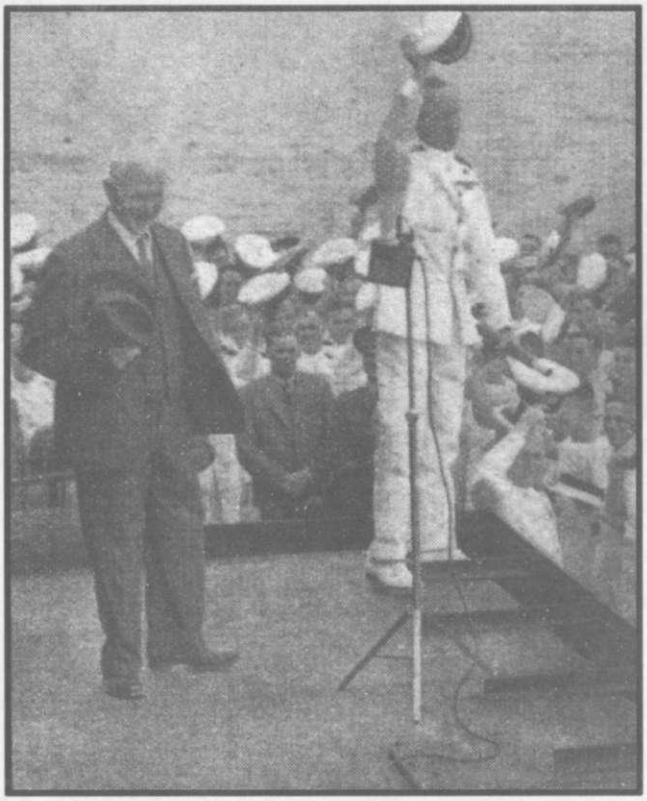
MOST consolatory is the colossal resurgence of Soviet Russia. But consolation, let us remember, is needed only where grief is. The progress of our Libyan campaign, though lacking the dash and irresistibility which had been hoped for it, is still unmistakable, and its slowing down should not ultimately detract in any degree from the greatness of the victory which already seems assured. It is proving a bitter campaign against a ruthless, resourceful and implacable foe, whose cooperation with the dispirited forces of the despicable Mussolini has imparted a certain stiffening to stuff which of itself would long since have crumbled. The Nazis in North Africa—there thanks to the perfidy and treachery of Vichy France—have supplied the steel reinforcement to the low quality cement of the Italians. So far, there is no mistake about our North African victory, but not until we have driven Nazi and Fascist from Tripoli can it be regarded as one hundred per cent solidified.

WE can disregard most, if not all, of the stories about Germany's difficulties in Occupied and Unoccupied France. The plain truth is that all France is "occupied" and is not only destitute of the means to eject its invaders, but is more likely to help them by further and far-reaching "collaboration." See what will happen to the French Fleet at Dakar, at Oran, at Bizerta when the most dangerous phase develops with the entrance of Spain and the overrunning of Portugal by the Nazi hordes! Unless we are secure from Egypt to Tripoli and the Tunisian frontier by then the low clouds will surely lower. Possibly the American navy will be able to give such effective cooperation to the British before then as to dispose of the hostile French and their Nazi masters at Dakar and to profit from the Trans-Saharan railway which the enemy is now hurriedly constructing. Possibly. And we will leave it at that.

STILL with our eyes on the West, we can derive comfort from the rising success of Anglo-American cooperation in the Battle of the Atlantic, the crucial importance of which is liable to be overlooked as we strain our vision Eastward while America strains hers Westward, and Australia looks with an anxious eye to her near North.

THE treachery of Japan—for which both Britain and America ought to have been prepared—has produced a new phase of the War which closely resembles the First. Our American critics who rated Chamberlain and his appeasement policy, when German treachery was finally revealed with the rape of Poland, were in no better case when their own Government was talking at Washington about ways of peace with the rascally representatives of their trans-Pacific enemy, who was even then sending armadas of destruction against every U.S. base from the Philippines to Honolulu. Indeed, there should be in America, if our Allies will think back to Chamberlain Britain in Aug. 1939, and their own condition on Dec. 7, 1941, something of that fellow-feeling which in adversity makes us wondrous kind. And I think there is. Britain was more fortunate in having no such mischievous fifth columnist as the foolish flying fellow Lindbergh masquerading as a national hero on his cheaply earned world publicity. (And, incidentally, it would be almost a crime against decency to allow him a hand now in helping the Anglo-American cause in view of his avowed hatred of all things British.)

BUT vast and catastrophic as the successes of Japan in her panther-like attack on Western civilization may appear, these should be related mainly to elements of surprise and treachery and are not to be regarded as mortal blows. They carry in them the seeds of their own undoing. The far-reaching nature of those blows, the immense dispersal of Japan's effort, is the best guarantee of their eventually being rendered nugatory Japan is overreaching herself. She is causing imponderable financial loss to the British and the Dutch and in a smaller measure to the Americans—for which again the traitors of Vichy can be thanked in their shameful surrender of Indo-China—but she has cemented the A.B.C.D. union. And when the forces which Japan has so wantonly attacked have rallied from these initial blows, as they assuredly will even if it takes another year and greater blows are still to fall upon us, Japan will be driven from the mainland of Asia and from the Malay archipelago back to her own islands, where—and that day shall come—her present friendly enemy Russia will be constrained to join with the amalgamated forces of America, the British Commonwealth, China and the splendid Dutch in the "erasure" of the rookery cities of that aggressive race of a bastard civilization which unites the worst elements of the western whites with the worst of the yellow men.



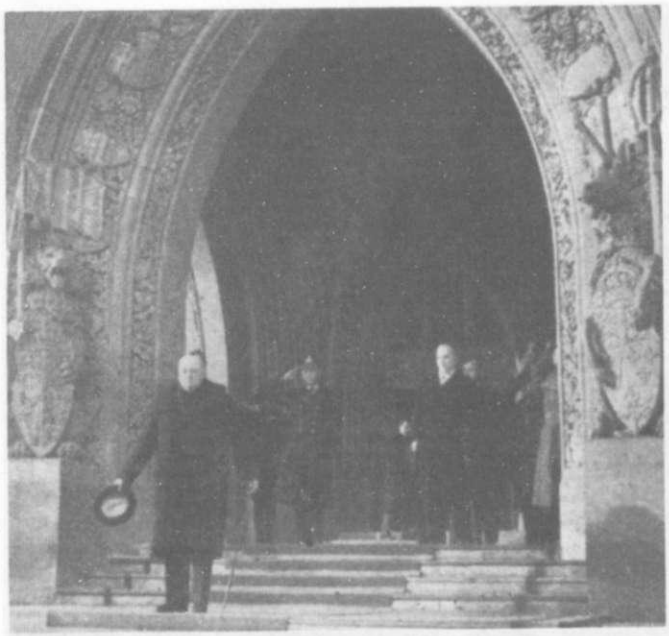
Field-Marshal SMUTS, here seen on a British warship in Durban Harbour, said on Jan. 10 that the war had "now entered its last and most dangerous phase." *Photo, Wide World*

FOR ourselves we can be of good cheer. Our blunders made good, our firm and effective handling of Syria, of Iraq, of Persia, of North Africa and our defence of Egypt and the Suez Canal, our reconquest of Abyssinia and East Africa, and the amazing defence of gallant little Malta (which Mussolini was to capture in two days!), and—but really if we "think on these things" and many others to Britain's credit we can still keep high hearts even when the clouds are low.

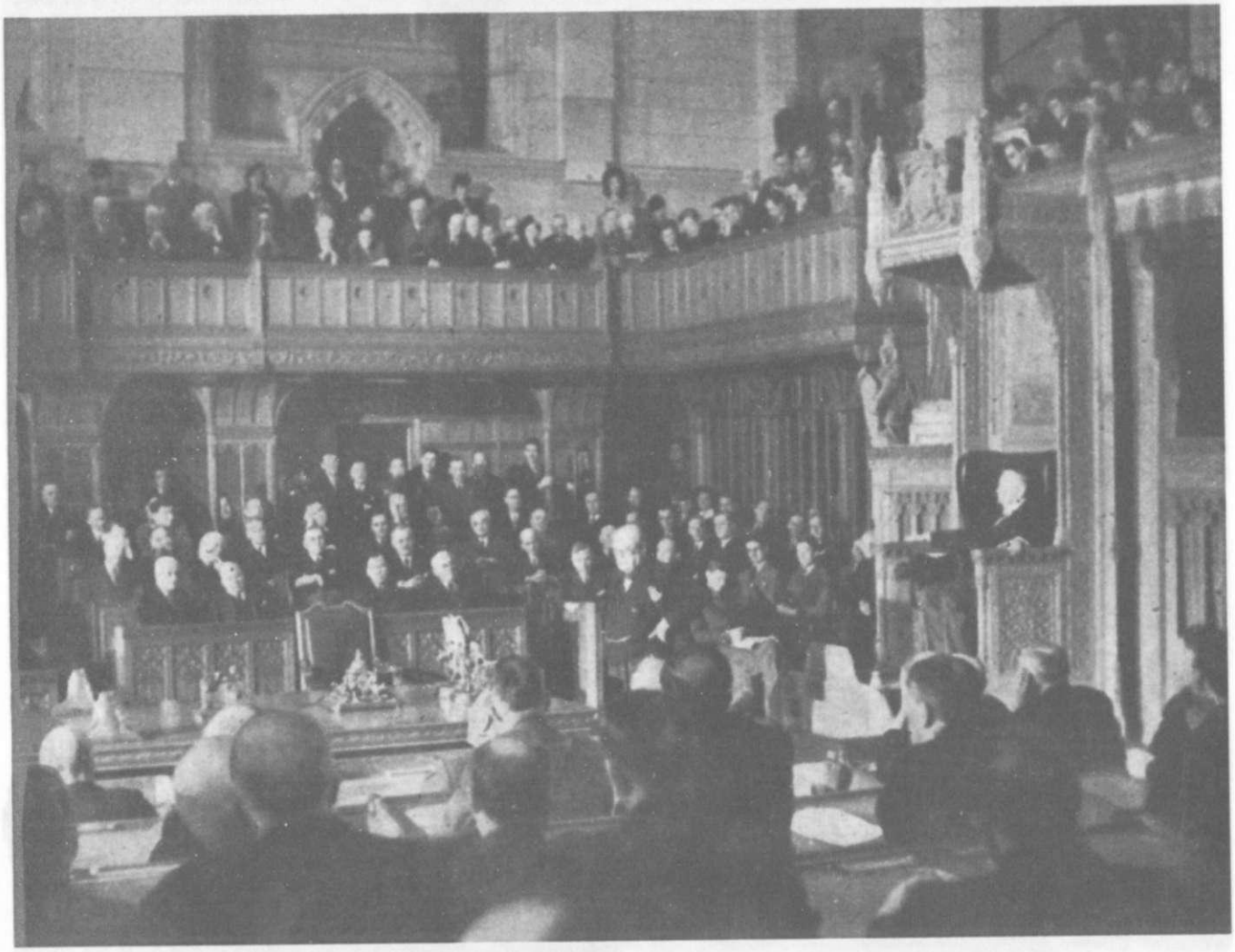
I REPEAT: we find ourselves in the War's most dangerous year, but the Last Phase is still beyond mortal vision.

J. A. HAMMERTON

Britain's Premier Speaks in Canada's Parliament



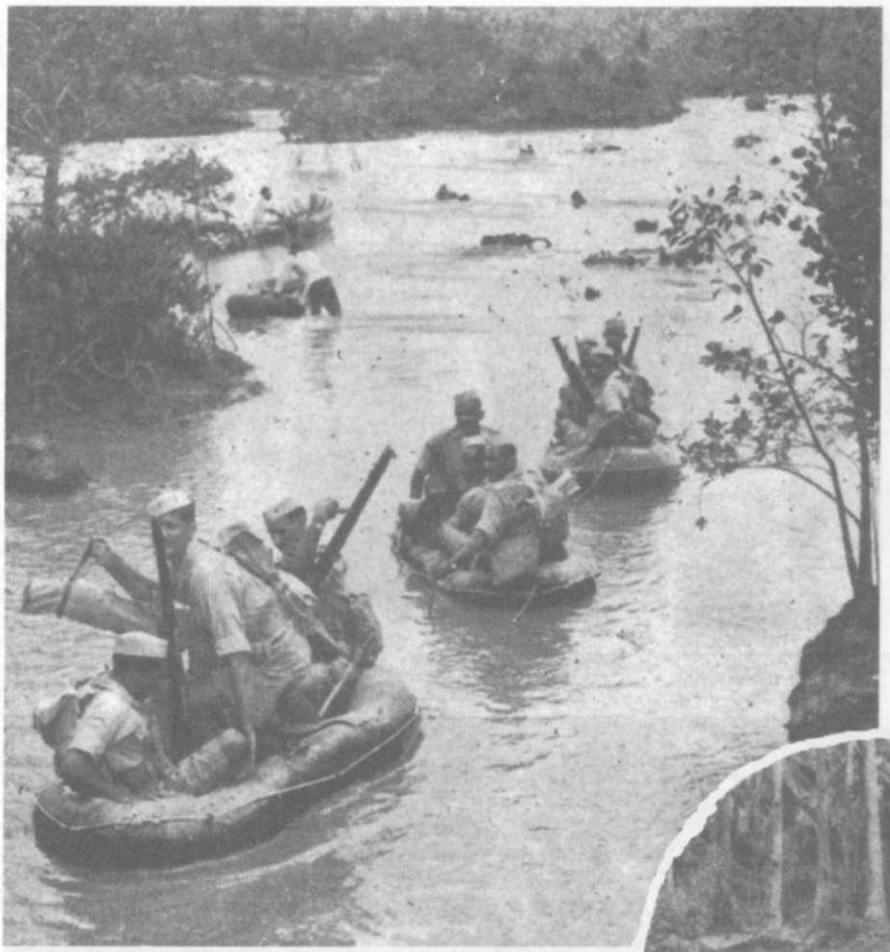
PREMIER IN OTTAWA, where he met with an enthusiastic reception during his recent visit to Canada. Left, Mr. Churchill stands bareheaded on the steps of the Canadian House of Commons acknowledging the greeting of the vast crowd which gathered to see him. On the right he is seen inspecting a guard of honour provided by the Canadian Army, outside Parliament Buildings, Ottawa.



In the Canadian House of Commons, at Ottawa, Mr. Churchill delivers his address to the assembled members of the Canadian Legislature on Dec. 30, 1941. The salient points of his speech are given in page 415. Mr. Mackenzie King, the Canadian Prime Minister, in introducing Mr. Churchill, referred to him as "the personification of Britain's greatness."

Photos, British Official: Crown Copyright

They Know the 'Green Hell' of Jungle Warfare



The Dogras are among the Indian regiments which have been carrying on highly successful guerilla warfare behind the enemy lines in Malaya. Men of the Dogra Regiment are here seen crossing a lake in rubber boats.

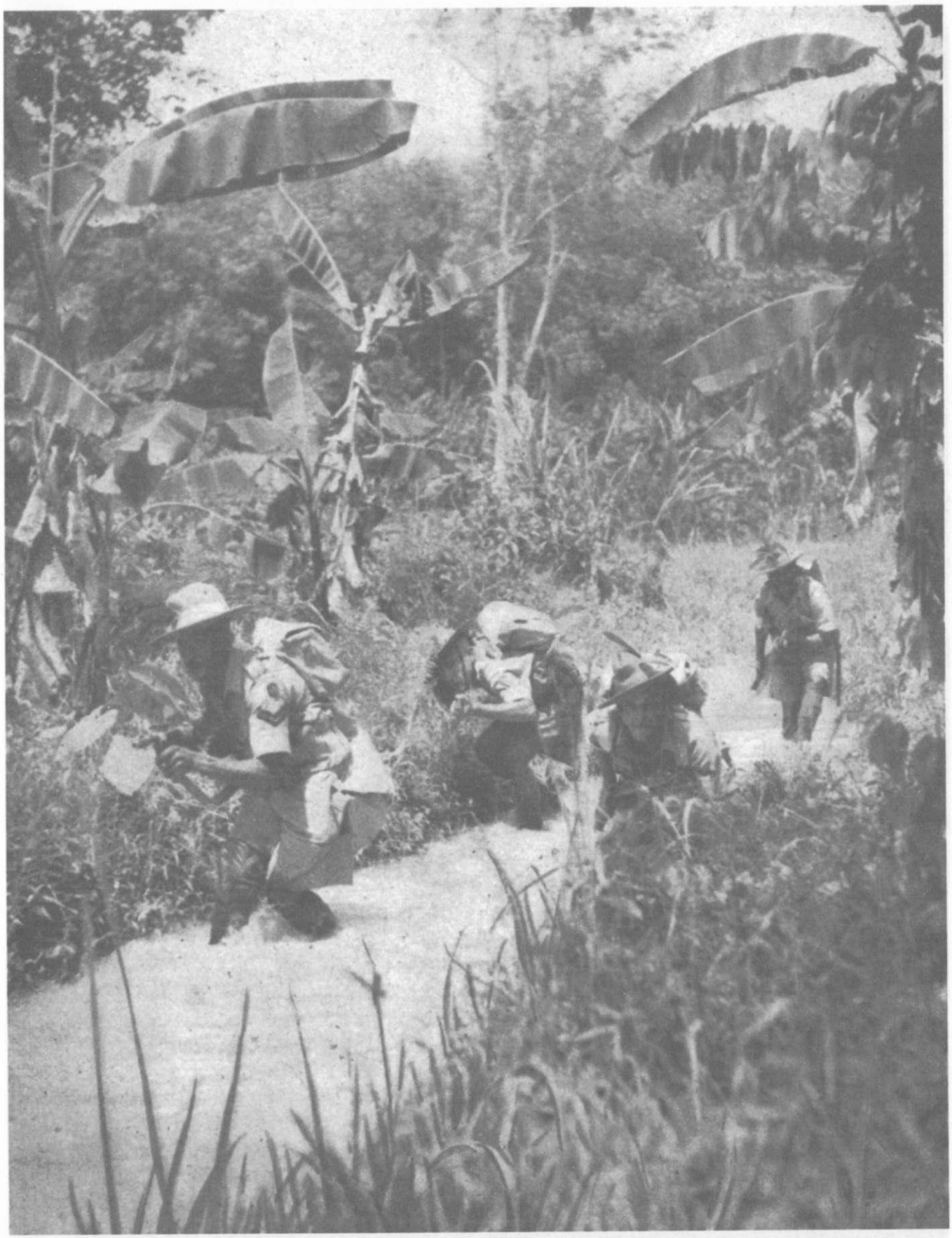
A tommy-gunner of the Manchester Regiment in the Far East decks his helmet with some ferns as camouflage.

Men of the Argyll and Sutherland Highlanders in Malaya under cover on a jungle roadside. One of their regimental mottoes is "Sans Peur"—Fearless.

AUSTRALIAN TROOPS in Malaya now have an opportunity of putting into practice the intensive training they have had in jungle warfare. Right, an A.I.F. sentry on duty in a mosquito net.

Photos, British Official: Crown Copyright; Wide World

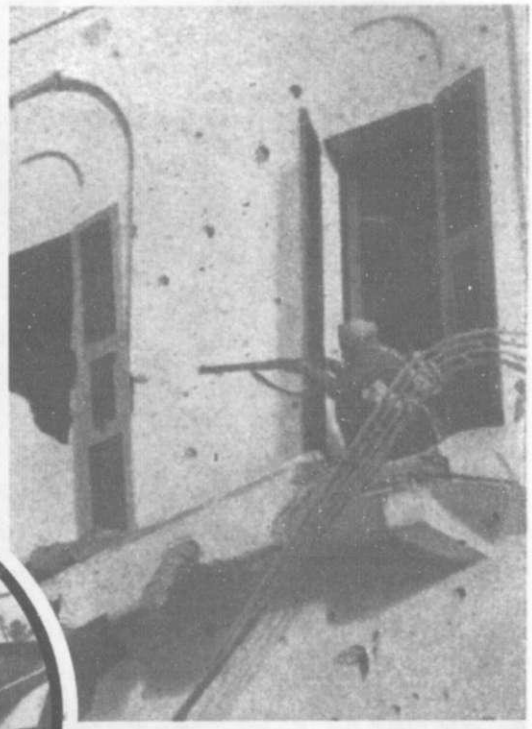
In Malaya the Indians Prove Their Worth Again



GURKHAS in Malaya training amid the dense tropical undergrowth. These sturdy troops, men of the 9th Gurkhas, have now had an opportunity of putting their training into practice and the heavy losses sustained by the Japanese during their advance in Malaya are in no small part due to the fine fighting qualities of the Indian troops taking part in the defence of the peninsula.

Photo, British Official: Crown Copyright

Modern War in an Ancient Roman Province

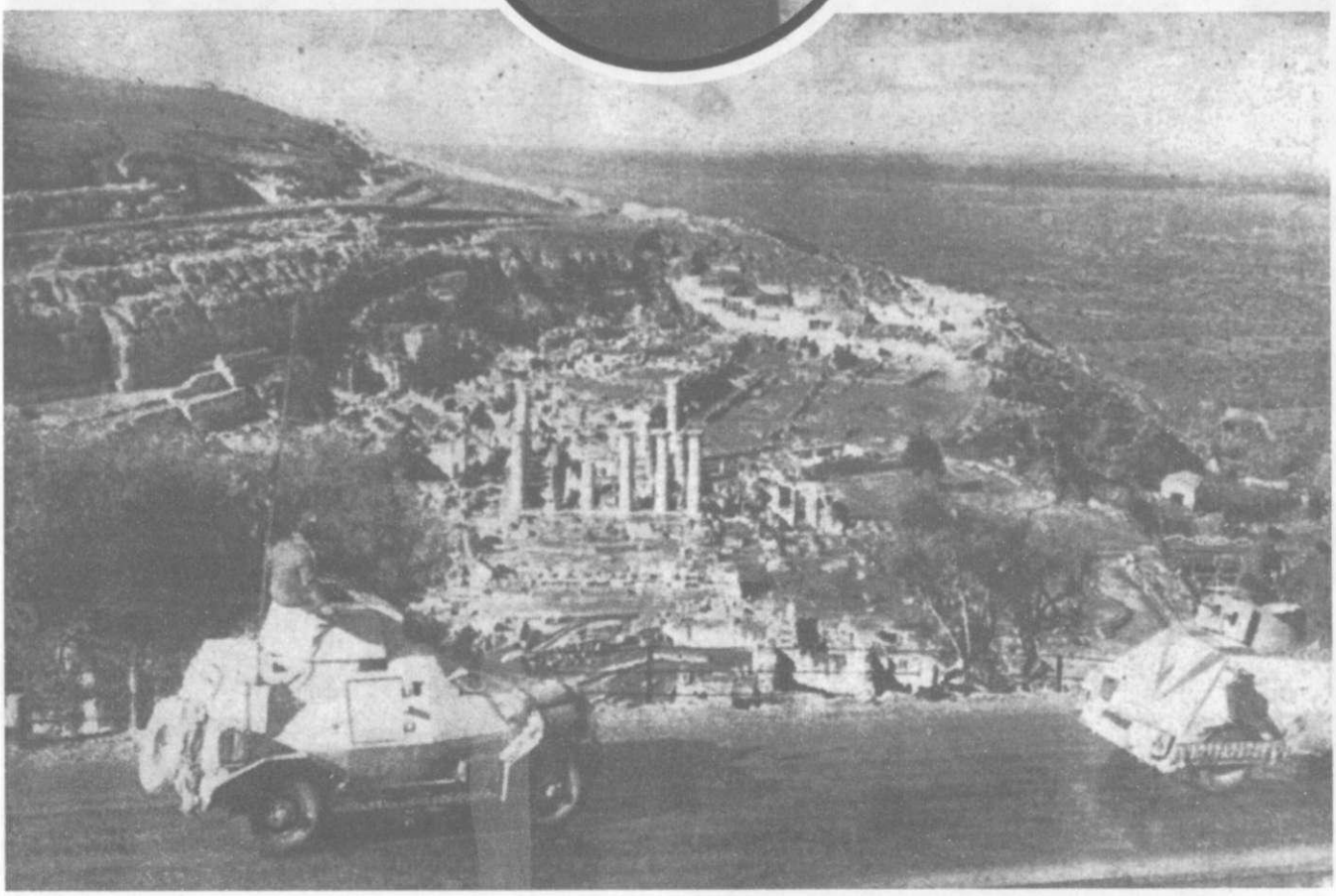


FOLLOWING the fall of Bardia, an account of which was given in page 412 of this Vol., the British 8th Army continued its successes in the Western Desert by the occupation of Jedabia, and the storming of Sollum at the bayonet point.

Sollum, near the Egyptian frontier, was held by the Axis as an outlying post of the Halfaya position. The village was stormed by the Transvaal Scottish on Jan. 12, and on Jan. 17 the Halfaya garrison, numbering 5,500, surrendered.

Jedabia, where Gen. Rommel had left a strong holding force on his retreat towards Tripolitania, was by-passed by Gen. Ritchie in his pursuit of the main Axis forces and was dealt with later.

Above, left, many Nazi bombers destroyed in Libya lie in what is known as the "Graveyard of the Stukas." Circle, left, men of the Free French "Lorraine" bombing squadron, co-operating with the R.A.F. in the Western Desert. Above, a Sikh soldier picks off enemy snipers from the balcony of a ruined house in Derna.

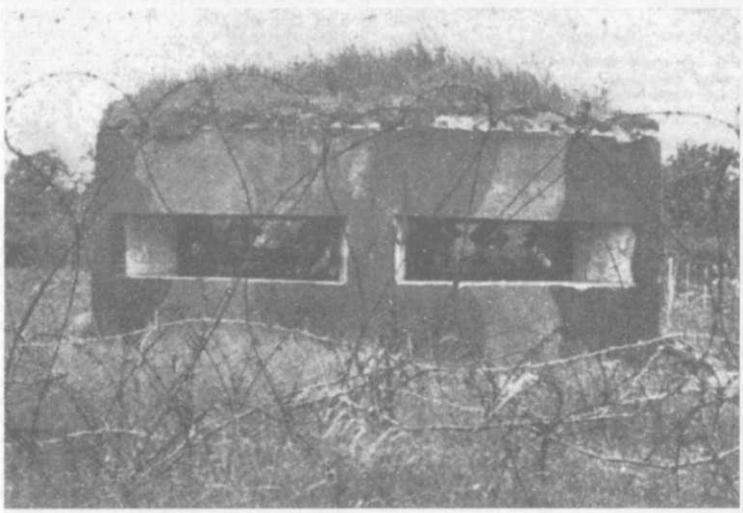


ANCIENT CYRENE, with its ruined temples, is here seen from the modern macadamized road above the town on which armoured cars of the South African Field Force are moving. Cyrene, originally a Greek colony, lies between Derna and Barce and was captured by the British during the advance of the 8th Army to Benghazi at the end of Dec. 1941.

Photos, British Official: Crown Copyright

Strengthening the Defence of Britain's Airfields

R.A.F. REGIMENT, specially formed for airfield defence, will include mobile and static units and will be trained on Commando lines. Here a detachment going on duty passes the crew of a Bristol Beaufort.



Behind a barrier of barbed wire two machine-gun crews in a concrete pill-box help to guard this R.A.F. Bomber station. The experiences in Crete and Malaya have proved the need for a better system of airfield defence.

AIRFIELD DEFENCE in this country is now being put on a sounder basis. Men of the newly formed R.A.F. regiment are erecting barbed wire entanglements around a British aerodrome.

Maj.-Gen. C. F. LIARDET

Air Cdre. A. P. M. SANDERS

THE loss of so many British airfields in Malaya, despite the lesson of Crete, led to considerable criticism of the existing arrangements for the defence of aerodromes in this country. As a result of this criticism, Mr. Attlee announced in the House of Commons on January 8 that "while the Army responsibility for ground defence as a whole must be maintained, the R.A.F. shall, under military direction, undertake the entire local defence arrangements at aerodromes in this country." He went on to announce that a corps of aerodrome defence troops, to be called the R.A.F. Regiment, would be formed immediately, with Maj.-Gen. C. F. Liardet, C.B., D.S.O., in command as Director-General of Ground Defence in the Air Ministry. Air Commodore A. P. M. Sanders has been appointed second in command as Director of Ground Defence Planning and Assistant Commandant of the R.A.F. Regiment.

Stopping all cars, a member of the R.A.F. Regiment covers the occupants with his tommy-gun until the corporal of the R.A.F. Service Police on duty has examined their passes.

Photos, British Official: Crown Copyright; Fox

Our Searchlight on the War

PUNISH THE GUILTY!

The Allies "determine in a spirit of international solidarity that (a) those guilty and responsible, whatever their nationality, are sought for, handed over to justice and judged, (b) that the sentences pronounced are carried out." *Inter-Allied Conference at St. James's Palace declaration.*

STALIN has made it perfectly clear that Germany will be punished for her crimes. Although he talks about Hitlerite Germany he has no doubt now that the whole nation are responsible for plunging the world into a sea of blood. Whether we call it revenge or retribution (and the dictionary indicates that these are one and the same thing), the conscience of humanity will not allow the enemy to escape judgement. But we can be sure that, as soon as Hitler is beaten, a moan of self-pity will go up, even as the Germans repudiate the leader they once deified. Retribution must take the form of making it absolutely impossible for the Germans to smash the world again, and that can be done by internationalizing flying in Germany, and prohibiting German control of any aeroplanes whatsoever. As for the ringleaders in crime, from Hitler to quislings of all nations, they must be put on trial and punished. The inter-Allied Conference at St. James's Palace have made this a principal war-aim. Let no man try to frustrate the necessary procedure when the time comes.

NEW RIFLE AND BAYONET issued to British troops. The new rifle, the No. 4, has a slightly longer barrel than the old Lee-Enfield. The bayonet is only 6 ins. long, with a sharp point and four fluted sides. *Photo, G.P.U.*

THE FATHER OF THE FEAST

Lord Woolton has received about 13,000 letters addressed to him personally by housewives and others during the last year. The Minister treats these letters seriously, and to each of the 13,000 correspondents a reply was sent.

THE task of feeding the nation in wartime was never likely to be a sinecure, but, of all the Ministries, that pertaining to Food seems to be the most popular. Lord Woolton has been both competent and lucky. His work might have been far more harassing if the Battle of the Atlantic had gone against us. As it is, we have all had quite enough to eat, and submit with good humour to necessary reductions, and are grateful for occasional increases. Intelligent and economical housewives, who know all about the complexities and perplexities of feeding a family even in peacetime, can appreciate the difficulties of feeding a nation in wartime, and we doubt if the most critical would say that they could do it better than Lord Woolton, in the circumstances. The Minister is in the position of being as generous a host as possible on a limited and hazardous larder. Nor will we begrudge him his fan mail, including the letter from "Chuffy," the black cat that begged not to be deprived of his little drop of milk because he catches mice for the Government. It was a wise move to cancel the winter bonus of extra quantities of rationed foods, although we might have drawn on our reserves. The entry of Japan into the war and new demands on shipping in consequence compel us to husband our stocks. If we are not laughing and growing fat, we are doing nicely, thank you, and it is at least an aesthetic joy to see so few "corporations" among the middle-aged. No lady need worry now about slimming, and no gentleman can hope to throw his weight about.

ENSA'S FULL HOUSE

The Entertainments National Service Association is known to British troops everywhere, from the Arctic north to tropical Africa.

IF war has become increasingly cruel and dangerous it has also become, paradoxically, more humane. Everything possible is done to mitigate suffering and boredom, and "all talents" are harnessed in totalitarian effort. The artist, writer, and actor now have a definite part to play in keeping up the morale of the people, whether they are on the fighting fronts or working in munition factories. Before the fall of France the total number of entertainments given in France by E.N.S.A. amounted to over 5,500. They were attended by 2,242,559 persons. Mr. Basil Dean tells us that, since July, 1940, E.N.S.A. has played to audiences totalling 50,000,000. The tremendous amount of good that the organization does is incalculable. Modern war is far more boring than exciting. In trying to abolish this boredom E.N.S.A. is helping to keep us all on the alert for the means of achieving victory. The men and women on the entertainments front bring good cheer and set us all an example. To keep cheerful is a national service in itself. Make a resolve to be an unofficial member of E.N.S.A. and ridicule all rumourists and malcontents.

HALF-AND-HALF MEASURES

We do not like Government control, but the day has now come when we must consider, not our preferences, but what must be done if the war is to be won. One thing is clear. We "cannot serve God and Mammon"—Government control and private enterprise. *From a letter to "The Times"*

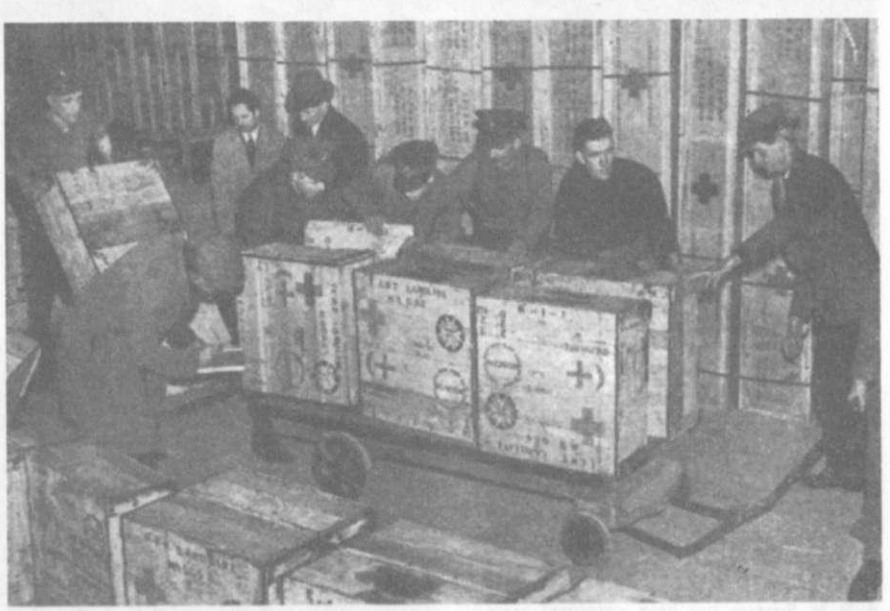
WHEN we recall the state of affairs immediately after Dunkirk Britain has done wonders on the production front, but results are still not good enough. Competent judges of industry, including workers and managers alike, believe that production could be increased by 40 per cent. There are delays, bottlenecks, discontent about wage anomalies. Some workers get too much, others too little. Old grievances between Capital and Labour crop up here and there. Employers worry about E.P.D. Workers complain about income-tax. Some think that industries engaged in munitions should come under Government control, and that only in this way can Britain ensure a totalitarian effort. Such control is contrary to the democratic scheme of things, but if it would produce that extra 40 per cent none but the selfish and unpatriotic would oppose it. Russia completely understands the significance of totalitarian war. The practical unity and efficiency among the Soviet people of all kinds are illustrated by an incident related in the "Soviet War News." A Russian invented a new weapon called the P.P.S. gun. Though Hitler's armies were at the gates of Moscow a factory was ordered to begin mass-production of this sub-machine-gun within thirty days. In peacetime six months would have been necessary. Workers of all grades went to it with a will, and the gun was on the assembly lines within eleven days.

MAJ.-GEN. G. H. BRETT, newly appointed Deputy-Commander of the forces of the United Nations in the S.W. Pacific, has been tabled for promotion by Pres. Roosevelt. *Photo, Planet News*

WORLD NAVAL WAR

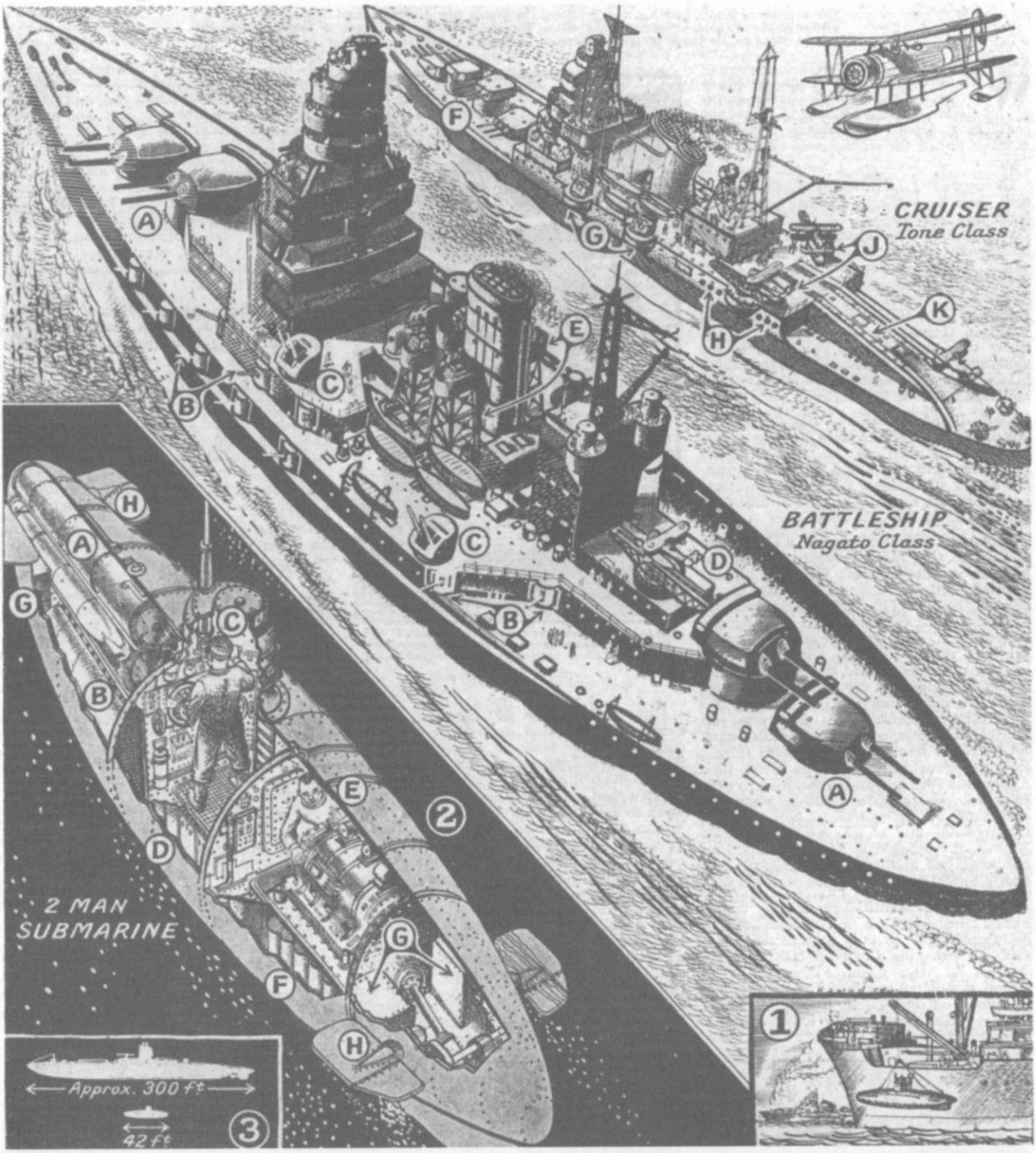
The tragedy of Malaya is due to overwhelming Japanese sea and air power. Japan's navy is now a dominant factor in the war, redressing the German lack in this respect.

IN no spirit of carping criticism it can be said that had America been as prepared to hold the Pacific as Britain was ready to hold the Atlantic, she would not have lost her bases, and the Japanese could not have swamped the Malayan Archipelago. Nippon's temporary victory, far more than a local one, may mean a vast extension of the naval war if the yellow Prussians can get into the Indian Ocean and the Atlantic. Hitler has found his match on land in Russia, but if he can stabilize the East Front he will concentrate on Egypt and North Africa. Constant Axis raids on Malta may be the prelude to an effort to capture this fortress and Gibraltar, as part of the enemy's effort to command the seas. Britain must hold Malta and Gibraltar at all costs.



EN ROUTE FOR RUSSIA, part of the vast quantities of medical supplies being sent to the Soviet Union by various organizations, including the British and American Red Cross and the L.C.C., are here seen being dispatched from London Headquarters. *Photo, L.N.A.*

Japan's Formidable Power in the Pacific



Battleships.

The most powerful of all are the Nissin and the Takamatu, both due for completion during 1941. They are over 40,000 tons, carry nine 16-in. guns, and have a speed of 30 knots. The Haruna was reported sunk off Luzon on Dec. 11, 1941, leaving nine others, and of these the Nagato and Mutu are the most recent. Two of these remaining battleships are said to have been badly damaged. The Nagato and Mutu are approximately 700 feet long and have a displacement of 32,720 tons. Completed in 1920-1921, they were reconstructed during 1934-1936, when A.A. and anti-submarine protection were increased, and the speed raised.

The main armament is eight 16-in. guns (A) with twenty 5·5-in. (B), eight 5-in. A.A. (C). There are also four submerged torpedo-tubes, and three aircraft are carried—the catapult is seen at (D).

The main belt of armour is said to be twelve inches or thirteen inches thick, with 14-in. armoured gun-turrets. Searchlights are shown at (E). Complement is 1,332.

Japan is thought to have at least four " pocket battleships " building or completing.

Cruisers.

Japan is known to have twelve 8-in.-gun, six and possibly more 6-in.-gun, and seventeen 5·5-in.-gun cruisers, and most of them appear to have a speed of about 33 knots.

The Tone class (Tone and Tikuma) shown here displace 8,500 tons and are 614½ feet long. They were completed in 1938-39.

The twelve 6·1-in. guns are all mounted forward of the control tower (F) and there are also eight 5-in. A.A. guns (G) and other smaller guns. Four banks of triple torpedo-tubes (H) are mounted. Four aircraft are carried and there are two catapults (J). The aircraft-incline at the stern is an unusual feature (K).

The aircraft shown is a Navy type 96; a type normally carried on Japanese warships.

Submarines.

The Japanese Navy has many submarines, some of which are reported capable of crossing the Pacific and back without refuelling. Perhaps the most interesting, however, are the tiny 2-man vessels used in the attack on Pearl Harbour (see p. 393). These submarines are taken on board a merchant vessel or warship to within a hundred miles of their objective and are then slung overboard (1).

The diagrammatic drawing (2) illustrates the following features:—(A) Two 18-in.-torpedo tubes, (B) ballast tank, (C) Officer at the periscope controls, (D) batteries, (E) Engineer seen tending the electric motor, (F) compressed-air bottles, (G) fore and aft trimming tanks, (H) hydroplanes. A 300-lb. explosive charge is said to be carried in these vessels, for what purpose is not clear. (3) Comparison between a standard Japanese submarine and a 2-man vessel. Whereas a standard submarine costs approximately £500,000, the midget vessel would probably cost about £5,000.

Specially drawn by Haworth for THE WAR ILLUSTRATED

The Yellow Tidal Wave in the Far East

The capture of Kuala Lumpur and Tarakan, the Dutch island off the coast of Borneo, mark the second phase in the Japanese encirclement of Singapore. After five weeks of fighting the enemy held four-fifths of Malaya and approached the back door of the great naval base.

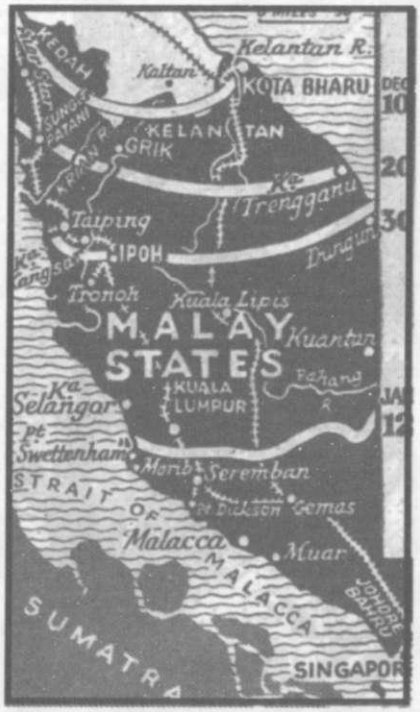
WITH the exception of the fine courage of our troops, fighting against heavy odds, there was little to relieve the lengthening story of Japanese Malayan successes during the second week of the new year.

There was a continuous onslaught of fresh enemy soldiers against tired men deplorably handicapped by a lack of aerial reconnaissance. The Japanese had augmented their forces by new landings at the mouth of the Bernam River on the west coast, further threatening our flank guarding the northern approaches to Kuala Lumpur. Emerging from the forests where they had employed ingenious guerilla tactics, the enemy were now able to make use of the good roads and communications of the rubber estates, and their advance with heavy and light tanks became less difficult.

Kuala Lumpur, a city of 100,000 inhabitants in the centre of the plantations, was now within their grasp from the north-west, but the enemy were also attacking in the north-east corner of Malaya, where our men were forced back on Kuala Lipis, and at Kuantan, half-way down the east coast.

Increasing their tank-power with twelve-ton vehicles, the Japanese crashed through our defences north-west of Kuala Lumpur, releasing hordes of infantry from the lorries following behind. The city's position became more and more critical, and it was decided to abandon it, after the scorched earth policy had been strictly applied. Stocks of food were therefore distributed to the public, and the native population enjoyed a great share-out of free gifts. Food, drink, clothing and many other portable goods were piled on bicycles, rickshaws, ox-carts, and motor-cars, and hurriedly removed. Immovable things, likely to be of use to the invaders, such as reserves of oil and machinery, were destroyed. Carrying out a skilfully organized withdrawal, our forces took up new positions at Seremban, fifty miles south of Kuala Lumpur, and though the road was a continuous mass of soldiers and transports, an orderly retreat was maintained throughout.

The Gurkhas, who had particularly distinguished themselves in the defence of the city, standing up to tank attacks and dive-bombing with almost superhuman courage, were in no wise dispirited by the grim fortune of war, but marched back to continue the fighting in due course, singing cheerfully as they went. The fall of Kuala Lampur was confirmed on Jan. 12.



In this map of Malaya successive stages of the Japanese advance towards Singapore are shown by white lines with dates in the panel on the right.

Map, courtesy of the "Daily Express"

How was it that the Japanese had so quickly been able to overrun so difficult a country as the Malayan Peninsula? The fact is that their successes throughout were due, in the first place, to immense superiority in men and machines, but credit must be given to their cunning methods of infiltration. Where the terrain did not admit of attack by tanks, innumerable small parties of the enemy "trickled" through the jungle. Clad in light garments, and armed with small-calibre weapons, these free-lance infantry were ordered to advance independently and make their way against our forces as best they could. Hiding here, there, and everywhere in the forest, the ubiquitous gunmen in vast numbers crept forward to their objective. The jungle, which was thought to be impenetrable, was no obstacle to these agile fanatics, who had obviously been rehearsed for fighting amid the intolerable tropical heat and tangled vegetation. As the enemy approached nearer Singapore air raids became more frequent, and a formation of 70 aircraft attacked on Jan. 12, causing fifty-five casualties.

Elsewhere in the far-flung area of Asian conflict, the Allies scored a minor success by raiding aerodromes at Bangkok twice within 24 hours, after a flight of 300 miles over jungle and mountains from bases in Burma. The R.A.F. were supported by five aircraft of the American Volunteer Group. At least seven enemy planes were destroyed.

Working to a prepared plan of possessing themselves of the Dutch East Indies, the Japanese on the night of Jan. 10-11 attacked the island of Tarakan (north-east of Borneo), where they met with fierce opposition from the garrison. In this engagement bombers of the Netherlands East Indies Air Force scored two direct hits on enemy transports, and shot down three Japanese planes. An offensive was carried out simultaneously against Minahasa (North Celebes), where men of the Netherlands garrison struck back at seaborne troops and parachutists.

Tarakan soon fell into enemy hands, but the Dutch garrison had time to destroy the oil wells, some of the most valuable in the East Indies. The oil from these wells is so pure that it needs no refining, and can be pumped, as fuel, direct into tankers. Part of the Tarakan Dutch garrison escaped to the mainland.

Meanwhile, Gen. MacArthur on the American front in the Philippines had had time to reform his hard-pressed legions. They were now occupying strong positions in the mountains of Luzon, north-west of Manila. The Japanese, however, were daily moving troops into the line and landing fresh reinforcements with the intention of attacking on a large scale.

On Jan. 11 the enemy struck against Gen. MacArthur's right flank in tremendous force, but American and Filipino troops held firm. The Japanese suffered heavy casualties, but made no progress. This battle in the mountains was accompanied by fierce attacks on the fortified island of Corregidor and the Bataan Peninsula.

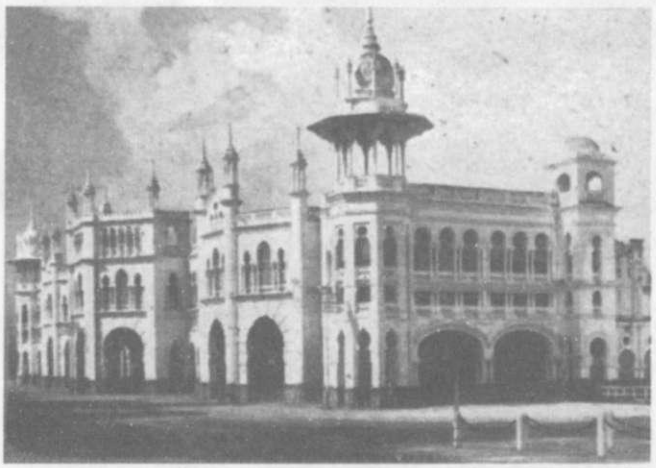
Later news from the Philippine theatre of the war indicated that Gen. MacArthur's army had proved definitely superior in artillery to the Japanese, and columns of mechanized units as well as infantry concentrations had been shattered.

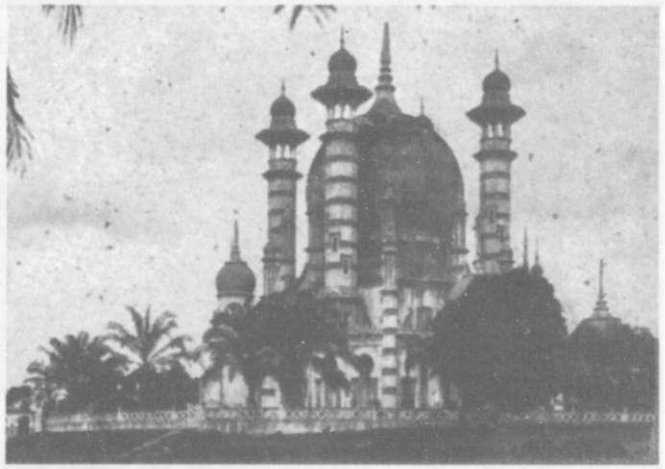
IN THE PHILIPPINES Gen. MacArthur's troops have been putting up a magnificent resistance in face of heavy Japanese attacks. Left, a 12-in. long-range gun on the island fortress of Corregidor which guards Manila Bay. Right, Fort Drum, at the entrance to the bay. Gen. MacArthur has kept relatively large Japanese forces employed against him which might have been used elsewhere and has denied the invaders the use of Manila Bay.

Photos, E.N.A.

First Cities of Malaya that Fell to the Enemy

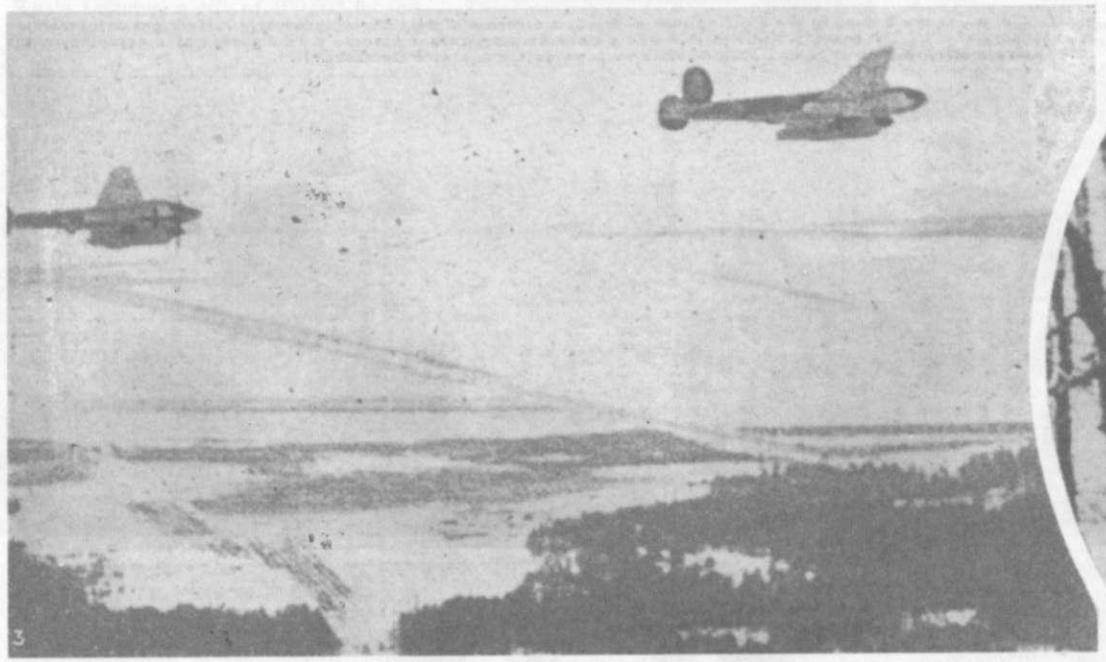
IPOH, the post office and town hall of which are housed in the building seen above, is a centre of the tin mining industry in Malaya, a country which is one of the world's largest producers of tin. The town, which lies in Perak on the railway from Singapore to Bangkok, was occupied by the Japanese after British troops had been withdrawn towards the end of December 1941.





KUALA LUMPUR, a centre of both tin and rubber industries, fell into Japanese hands, according to Tokyo reports, on Jan. 11, 1942. The Mosque, above, is the religious centre of the native population, as is that at Kuala Kangsar, north of Ipoh, seen centre right. Centre left is the impressive railway station in Moorish style at Kuala Lumpur, capital of the Federated Malay States. All the buildings in this page were designed by Brig.-Gen. A. B. Hubback (retd.), C.M.G., D.S.O., F.R.I.B.A., former Government architect to the Federated Malay States.

On the Leningrad and Moscow Fronts Russia's Relentless Armies Fight



New Year Begins Well for the Red Armies

Despite Hitler's assumption of the High Command the beginning of 1942 saw the Russians sweeping inexorably forward over the whole of the vast Eastern Front. Soon the German propaganda claim that their troops were withdrawing merely to rectify the line became untenable, and reports of a wholesale sacking of generals began to come out of Germany.

THE capture of Kaluga on Dec. 30, 1941, was one of the most important operations by the Red Army since the beginning of their counter-offensive, for it placed the whole German army in that sector in an extremely precarious position.

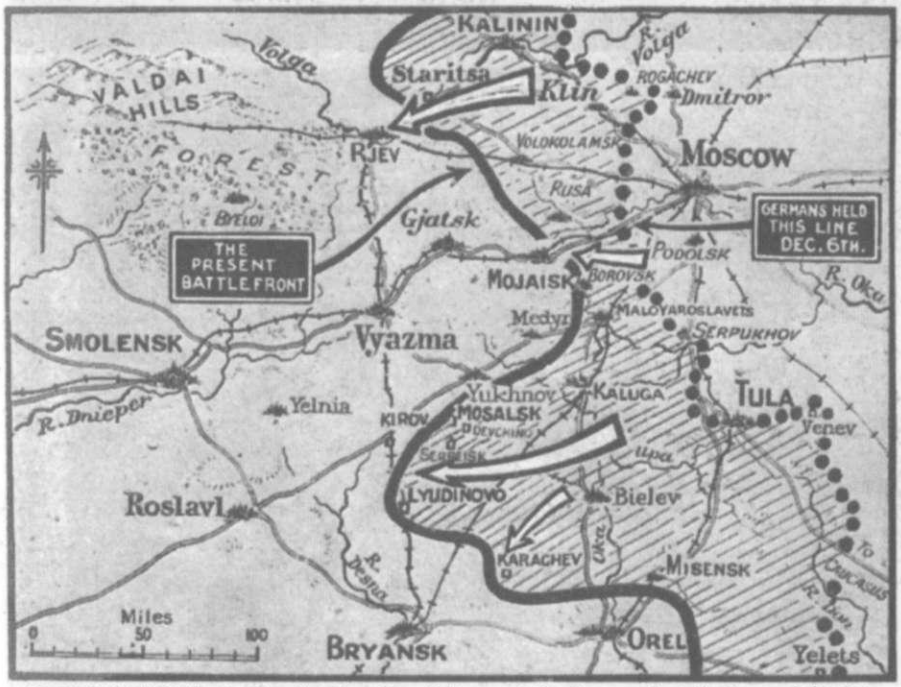
Preparations for this operation began in the middle of December, a few days after the launching of the great Russian counter-offensive, when Gen. Boldin's forces routed the 3rd and 4th German tank divisions and an S.S. regiment of the Germania division to the north-west of Tula. This attack was rapidly followed up and Gen. Guderian's 2nd Panzer Army was forced to make a hasty withdrawal southwards. The Germans then made a stand at Kosaya Gora, ten miles from Tula, a strongly fortified point of resistance; but this place was outflanked, and the Russians, by a pincer movement, recaptured Shchenkino, inflicting heavy losses on the Germans, driving Guderian's forces from the main highway and cutting them off from repair bases and the main roads. They retreated once more.

Meanwhile, Gen. Zhukov had concentrated a group of mobile shock troops in the Tula area, consisting of infantry, cavalry, tanks and artillery. The route of march of this shock group was deliberately made through a district with poor roads which must have appeared to the Germans impassable. The flanks of this body were protected by Soviet forces north and south, and the northern party launched a feint attack on the Makarovo-Kaluga highway. The Nazis fell into the trap and transferred their 137th Infantry Division to this point.

Meanwhile, from the south a mobile unit of automatic riflemen, travelling all through the night, broke into Dubno, some miles in the enemy's rear, and created great confusion.

The enemy's attention being thus diverted north and south, the main mobile group moved secretly towards Kaluga, and, the Nazis having weakened this sector, the Russians drove a deep salient into the Nazi lines, forming a triangle based on Alexin and Krapivna with its point near Kaluga, which at that time was about 40 miles in the rear of the German front line.

On Dec. 21, without pausing in their march, the Red Army men attacked Kaluga. Capturing the only bridge over the Oka river, they broke into the southern suburbs. Fierce fighting ensued in which streets changed hands several times, and the enemy, receiving hastily dispatched reinforcements from other sectors, resisted stubbornly. But the Red troops, too, were now receiving reinforcements in considerable numbers, and a ding-dong battle ensued which went on for a week. The German command hurled all its available planes into the battle, and those sections of the city recaptured by the Russians were subjected to frequent and heavy raids; but the Red Army continued to press the enemy farther west, and on the morning of Dec. 30 the Red Flag of the Soviets again waved over Kaluga.



MOSCOW FRONT, showing the direction of the great Russian counter-offensive and the deep wedge which, by Jan. 13, had been thrust into the German line south-west of the Russian capital. German forces in the area between Mojaisk and Vyazma were threatened by an encircling pincer movement from Rjev and Mosalsk. *Map, Courtesy of the "Daily Telegraph"*

To celebrate the New Year the Red Army captured yet another position of great importance, Malo Yaroslavets being reoccupied by the Red Army on Jan. 1, 1942, after a week of steady progress, by concerted blows from the north, west and east. Violent street fighting in the town lasted a whole day and night. Vast quantities of material were abandoned by the Germans. "We found tanks, armoured cars and guns in good order literally at every step," said Maj.-Gen. Golubev. "Large fuel and ammunition dumps were intact. We captured about 50 enemy tanks and armoured cars, about 100 lorries, over 60 guns, over 150 machine-guns, 500 bicycles, and whole depots of shells, explosives, cartridges, grenades and fuel. The enemy is fleeing and losing his picked cadres of men and officers."

In the Leningrad sector Gen. Fedyuninsky's troops continued to advance, and by the beginning of 1942 the German troops in that area, having lost all the positions which they had captured during September, October and November 1941, took shelter behind the defensive line which they had built in August of last year. But though the German High Command wished to rest its sorely-tried troops, Gen. Fedyuninsky gave them no respite. To make matters worse for the German armies before Leningrad a new thrust by the Russians below Lake Ilmen threatened to trap them.

Nor was the Russian advance confined to the Moscow and Leningrad fronts. The close of 1941 saw the towns of Kerch and Feodosia, in the Crimea, once again in Russian hands.

The landing on the Kerch peninsula was a brilliant operation carried out by troops of the Caucasian Front commanded by Lt.-Gen. Dmitri Kozlov, in cooperation with the Russian Black Sea Fleet under Vice-Adm. Oktyabrsky. The first step was a frontal attack launched against Kerch on Dec. 26, when troops under Lt.-Gen. Vladimir Lvov crossed the Kerch Strait with the intention of drawing upon themselves and immobilizing all the available German forces. Then, three days later, a flank attack was launched against Feodosia by troops under Maj.-Gen. Pervushin.

Despite falling snow and pouring rain and a heavy storm which delayed the landing of some of the troops, the operations, which are said to have been personally planned by Stalin, were carried to a successful conclusion. Gen. Lvov's troops met with fierce resistance, but they managed to land and hold their ground until reinforcements came up and the German resistance was broken.

'The Crimea Must Be Liberated'

When reports reached the German armies that Feodosia had been quickly captured by Gen. Pervushin, the Nazis, fearing to be cut off, rushed westwards along the roads leading to the interior of the Crimea.

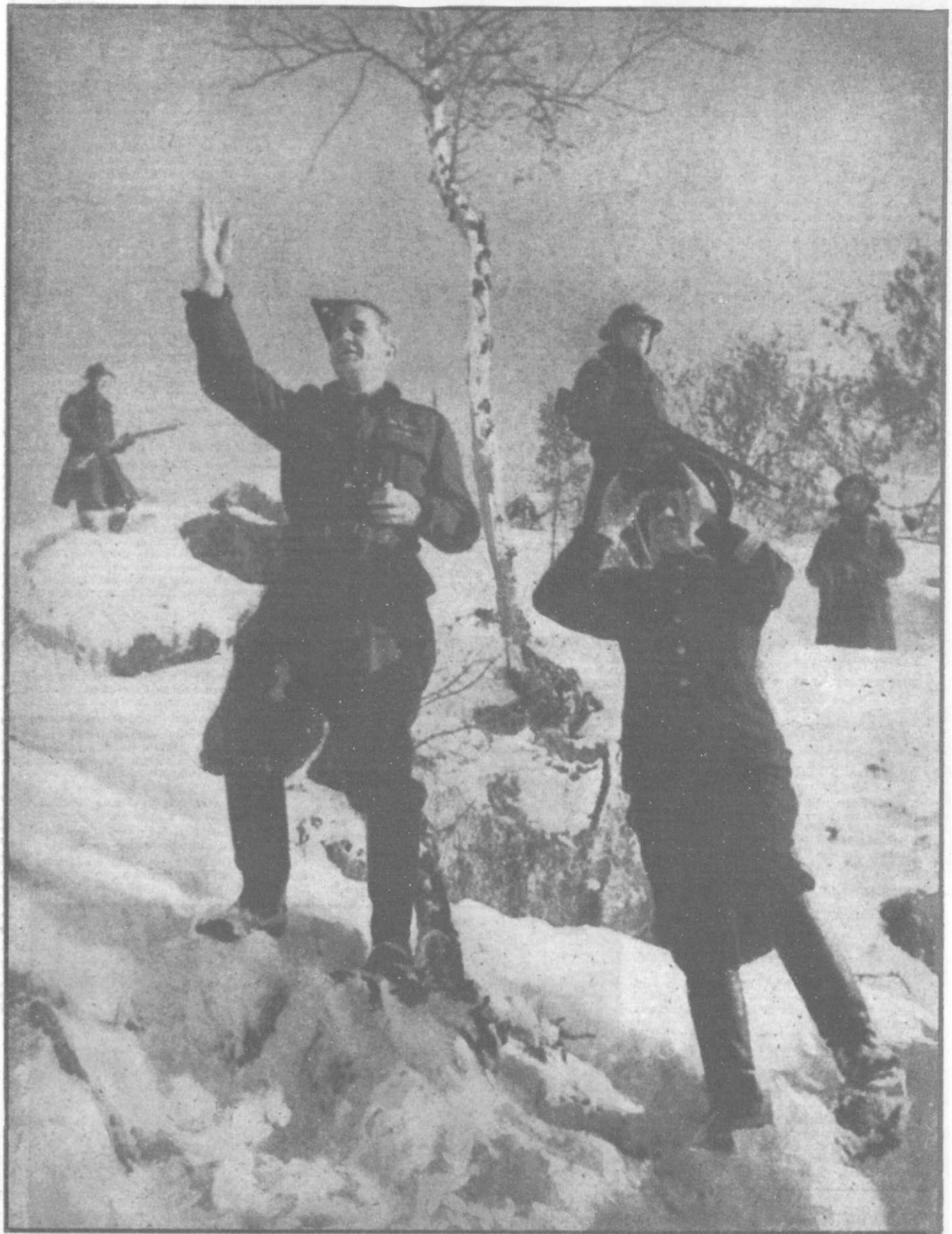
To Lt.-Gen. Kozlov, Commander of the Caucasian Front, and Vice-Adm. Oktyabrsky, Commander of the Black Sea Fleet, Stalin sent his congratulations, ending with these words: "The Crimea must be liberated from the German invaders and their Rumanian and Italian lackeys." These words were taken to heart and further Crimea landings took place within the next few days, notably at Eupatoria, on the west coast, menacing the German armies besieging Sebastopol.

These Russian columns landing on the west coast of the Crimea struck right across the peninsula in the direction of Djankoi, a railway junction at the base of the Perekop Isthmus, in an endeavour to cut off the German forces in the Crimea from the mainland.

In the sector of the Donetz basin, too, Timoshenko's shock troops pressed forward, and by Jan. 14 hundreds of Russian tanks had rolled across the solidly frozen Donetz river and reached a point only eight miles from the great city of Kharkov. Following in the wake of the tanks, Russian cavalry and ski-troops armed with sub-machine-guns helped to break up the German defence line east of the city.

And so the year 1942 opened auspiciously for the Soviet Union, with the invader in retreat from Leningrad to the Crimea.

The Two R.A.F.s 'Mid the Snow of Northern Russia



SYMBOL OF COOPERATION between the British Royal Air Force and their Soviet comrades, this photograph shows an R.A.F. officer of the British detachment in Russia with Captain Andruskin of the Red Air Force at an observation point on an airfield in the northern sector of the Russian Front. Behind, men of the R.A.F. stand on guard. The Russian airmen were very impressed by the British Hurricanes sent to Russia, and many of their pilots are now handling these aircraft with great success.

Photo. Planet News

Our Diary of the War

MONDAY, JAN. 5, 1942 *856th day*

Air.—R.A.F. heavily attacked docks at Brest and Cherbourg during the night.

Russian Front.—Russians claimed an advance of 45 miles in two days in the Crimea. Almost the whole of the Kerch peninsula cleared. New Russian offensive launched against Kharkov.

Africa.—British mobile columns active in the Jedabia area.

Far East.—U.S. bombers hit a Japanese battleship and sank at least one enemy destroyer off Davao. West of Manila a Japanese attack repulsed with heavy losses. In Malaya, British troops made further withdrawal south of Ipoh. Chinese claimed a big victory near Changsha, in Hunan.

TUESDAY, JAN. 6 *857th day*

Air.—Night attack on Brest by R.A.F.

Russian Front. — Soviet communiqué announced sinking of three enemy transports in the Barents Sea. Berlin admitted Russian landing at Eupatoria, in the Crimea.

Africa.—British troops of the Brigade of Guards in aetion near Jedabia.

Far East.—In Malaya, British forces withdrew from the Kuantan area.

General.—President Roosevelt, addressing Congress, announced his armaments programme. New Navy-R.A.F. raid on Norway carried out at night. Helle Fiord, between Bergen and Trondheim, entered. Three enemy vessels sunk and a factory shelled.

WEDNESDAY, JAN. 7 *858th day*

Air.—Night attack on Brest by R.A.F.

Russian Front.—Soviet landing in the Crimea continued. Red Army reoccupied Meshchovsk, 40 miles S.W. of Kaluga.

Africa.—Axis forces at Jedabia retreated westward under cover of a heavy sandstorm.

Far East.—Heavy fighting in the Philippines to the N.W. of Manila. Corregidor heavily bombed. In Malaya, Japanese claimed to have captured the whole of the Kampar area, 90 miles N. of Kuala Lumpur.

General.—President Roosevelt presented to Congress the greatest Budget in history, calling for an expenditure of over £13,000,000,000.

THURSDAY, JAN. 8 *859th day*

Air.—Night attacks by R.A.F. on Brest and Cherbourg.

Russian Front.—Soviet pressure continued all along the front. Offensive against Kharkov making steady progress.

Africa.—British pursuit in Libya slowed down by bad weather. Rommel withdrawing towards El Agheila.

Far East.—Heavy fighting in Malaya between the Slim River and Kuala Lumpur. R.A.F. twice raided Bangkok. An American submarine sank four Japanese ships in the Pacific. In the Philippines, Japanese bringing up reinforcements.

FRIDAY, JAN. 9 *860th day*

Sea.—Admiralty announced that the cruiser H.M.S. Galatea had been sunk by enemy action in the Mediterranean.

Russian Front.—Russians advancing from Kaluga captured three more towns and entered the province of Smolensk.

Mediterranean.—Malta had its 200th raid in five weeks. Maj.-Gen. Beak, V.C., appointed G.O.C troops in Malta in succession to Maj.-Gen. Scobell.

Far East.—In Malaya an all-day battle north of Kuala Lumpur resulted in heavy casualties on both sides. Lull in the fighting in the Philippines. R.A.F. attacked Japanese air base at Raheng, in Thailand.

SATURDAY, JAN. 10 *861st day*

Russian Front.—Russian forces continued to advance in the Donetz Basin, crossing the Donetz River at many points.

Far East.—Japanese at the outskirts of Kuala Lumpur. Intensive patrolling and artillery duels in the Philippines. Japanese landed at night at four points in the Dutch East Indies.

Home.—Enemy night raiders over N.W. England and Midlands. A few bombs on Liverpool.

General.—Mr. Duff Cooper recalled from Singapore.

SUNDAY, JAN. 11 *862nd day*

Sea.—Admiralty announced sinking of a large enemy transport laden with troops in the Ionian Sea. A medium-sized supply ship was also torpedoed and severely damaged.

Air.—R.A.F. made yet another night raid on Brest.

Russian Front.—Moscow announced the recapture of Lyudinovo, 40 miles north of Briansk, and of the important railway junction of Tikhonova Pustyn, a few miles north of Kaluga.

Far East.—In Malaya the Japanese forces entered Kuala Lumpur. In the Philippines a Japanese attack north-west of Manila was repulsed with heavy losses. U.S. Navy Department announced an enemy attack on naval station at Tutuila, American island in Somoan group. Chinese claimed successes against Japanese in Hunan, north of the Yangtse, in South Annui and in Suiyan. Allied planes scored hits on two enemy cruisers off Dutch Borneo.

MONDAY, JAN. 12 *863rd day*

Russian Front. — Soviet forces closing around Orel. Further Russian progress in the Crimea.

Africa.—Pressure on Halfaya increased. Sollum captured by the Transvaal Scottish regiment.

Far East.—In Malaya, British troops withdrew to positions north of Seremban. In Dutch East Indies, Tarakan surrendered to Japanese. In the Philippines another Japanese assault on Gen. MacArthur's position was beaten off.

TUESDAY, JAN. 13 *864th day*

Sea.—Admiralty announced that an Italian supply ship of 5,000 tons was torpedoed and seriously damaged in the Mediterranean.

Russian Front.—Russian troops occupied Kirov, in the province of Smolensk, and Dorokhove, near Mojaisk. In the Leningrad area, Starayo Rusa, 10 miles south of L. Ilmen, was reoccupied by the Red Army.

Africa.—Occupation of Jedabia by British forces announced from Cairo.

Far East.—Further British withdrawals in Malaya.

General.—Inter-Allied conference at St. James's Palace. They signed a declaration placing among their chief war aims the juridical punishment of those guilty of barbarities against civilians.

WEDNESDAY, JAN. 14 *865th day*

Air.—R.A.F. made heavy night attack on Hamburg and N.W. Germany.

Russian Front.—Russians within eight miles of Kharkov. On the Moscow front Red Army recaptured Medyn, 25 miles west of Malo Yaroslavets. In the Crimea, Soviet detachments reached Kolash, a few miles from Djankoi.

Mediterranean.—Malta had 14 air raids in a single day.

Far East.—Heavy raid on the Rangoon area. Japanese invasion fleet which captured Tarakan reported moving south. In the Philippines General MacArthur's troops beat off two more heavy attacks. Gen. Wavell established his H.Q. in Dutch East Indies.

General.—U.S. set up a unified War Production Board under Mr. Donald Nelson.

THURSDAY, JAN. 15 *866th day*

Air.—R.A.F. made heavy night raid on Hamburg and Emden.

Russian Front.—Soviet troops pushed forward to cut Kharkov-Kursk railway.

Far East.—Japanese claimed to have crossed the frontier of Johore. U.S. submarine sank 17,000-ton Japanese liner. In Luzon, Gen. MacArthur's troops still held their ground.

General.—W.O. announced that command of British and Indian land forces in Iran and Iraq is to pass from C.-in-C. India to Gen. Auchinleck, C.-in-C. Middle East.

FRIDAY, JAN. 16 *867th day*

Russian Front.—Red Army began direct attack on Mojaisk. Soviet forces pressed forward towards Perekop Isthmus, in Crimea.

Africa.—Rommel's forces in Libya took up defensive position south of El Agheila.

Far East.—Australian reinforcements in action in Malaya. U.S. naval forces sank three Japanese transports and two cargo vessels. Dutch announced sinking of two Jap destroyers during attack on Tarakan.

General.—Gen. Sir Alan Hartley appointed C.-in-C. India.

SATURDAY, JAN. 17 *868th day*

Air.—Enemy shipping at St. Peter's Port, Guernsey, attacked by Beaufort aircraft.

Russian Front.—Russians pressed forward in all sectors of the Moscow front.

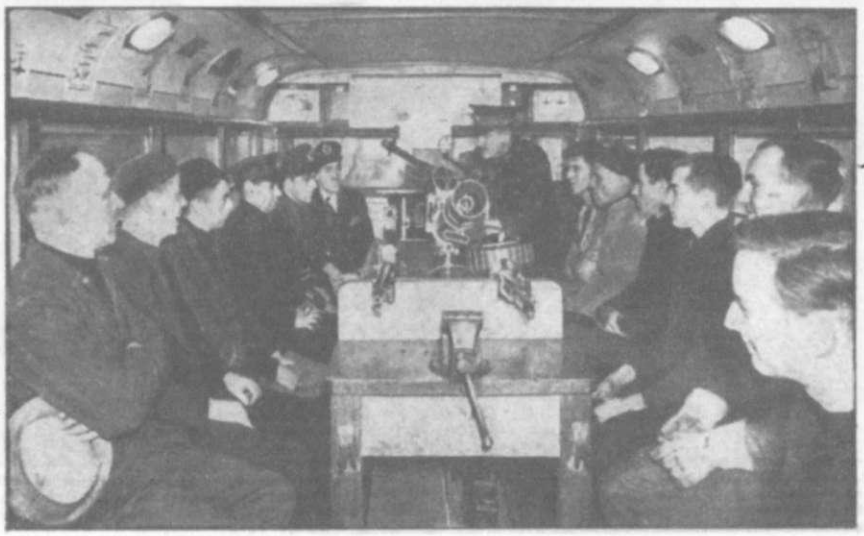
Africa.—Axis garrison at Halfaya surrendered unconditionally. 5,500 prisoners taken.

Far East.—Japs heavily attacking right flank of Gen. MacArthur's position in Batan peninsula Japanese reported to have made new landing on Subig Bay, Luzon.

Japanese aircraft raided Moulmein district in Burma. In Malaya, Japs made new landing near Muar.

Home.—Mr. Churchill arrived at Plymouth by flying-boat from Bermuda.

General.—Germany officially announced death of F.-M. Von Reichenau.

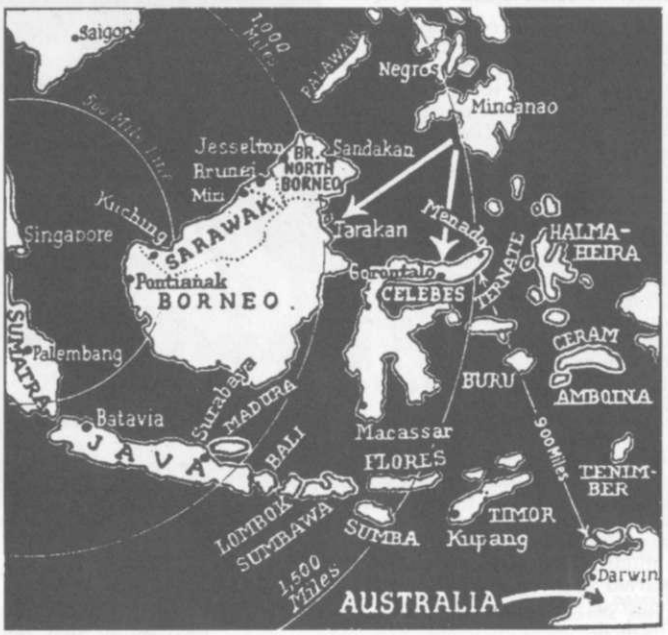


TRAINING MERCHANT GUNNERS in a London bus. A large number of London buses have been transformed into mobile gunnery schools. They are sent to docks to give lessons in A.A. gunnery to captains and crews of the Merchant Navy. *Photo, Central Press*

Dutch East Indies Caught in the Tide of War

Menado Bay, Celebes, viewed from the mountains fringing the coast, is seen right. Menado Bay is a fine natural harbour in the Minahassa region of the Island of Celebes, where the Japanese landed at three points on Jan. 10.

Below, a scene in the harbour of Macassar, Celebes. Macassar, with a population of 53,700, is the most important city in the Celebes. It lies at the opposite end of the island from Menado Bay.



Above, Kuching, capital of the State of Sarawak. Three Japanese landings were made in Sarawak, an independent State under British protection, on Dec. 17, 1941. British forces withdrew after destroying oil refineries.

Tarakan, the Dutch oil-port off the N.E. coast of Borneo, surrendered to the Japanese on Jan. 13 after the small garrison had fought for two days against heavy odds. The map shows where Japanese forces landed in the Dutch East Indies.

Photos, E.N.A.
Map, the "Daily Mirror"

'ONLY ALL-OUT WAR WILL HASTEN VICTORY'

In his Message to Congress on the "state of the Union" on Jan. 6, 1942, President Roosevelt gave striking evidence of the unity and determination of the American people, and of the immense plans for war production to be put immediately into effect. Below we print some of the most important passages from this momentous speech.

EXACTLY one year ago today I said to this Congress: "When the dictators are ready to make war upon us they will not wait for an act of war on our part. They—not we—will choose the time and place and method of their attack." We now know their choice of the time: a peaceful Sunday morning—Dec. 7, 1941. We know their choice of place—an American outpost in the Pacific. We know their choice of method: the method of Hitler himself.

After reviewing the long-prepared schemes of conquest of Japan, Mussolini and Hitler, Mr. Roosevelt stated that Japan's sudden entry into the conflict had failed in its purpose of terrifying and confusing the United States.

This reassembling of the seventy-seventh Congress is proof of that; for the mood of quiet, grim resolution which here prevails bodes ill for those who conspired and collaborated to murder world peace. That mood is stronger than any mere desire for revenge: it expresses the will of the American people to make very certain that the world will never so suffer again . . .

Powerful and offensive action must and will be taken in proper time. The consolidation of the united nations' total war effort against our common enemies is being achieved. That is the purpose of the conferences which have been held during the past two weeks in Washington, Moscow, and Chungking. That is the primary objective of the declaration of solidarity signed at Washington on Jan. 1, 1942, by the 26 nations united against the Axis Powers . . . These 26 nations are united, not in spirit and determination alone, but in the broad conduct of the war in all its phases.

For the first time since the Japanese and Fascists and Nazis started along their bloodstained course of conquest, they now face the fact that superior forces are assembling against them. The militarists in Berlin and Tokyo started this war, but the massed, angered forces of common humanity will finish it.

The destruction of the material and spiritual centres of civilization was the purpose of Hitler and his Italian and Japanese chessmen, who would wreck the power of the British Commonwealth, Russia, China and the Netherlands, and then combine all their forces to achieve their ultimate goal, the conquest of the United States, knowing that victory for America meant victory for freedom and the institutions of democracy.

Our own objectives are clear: the objective of smashing the militarism imposed by the war lords upon their enslaved peoples; the objective of liberating the subjugated nations; the objective of establishing and securing freedom of speech, freedom of religion, freedom from want and freedom from fear everywhere in the world.

Victory required that the superiority of the United States in munitions and ships must be overwhelming—so overwhelming that the Axis nations could never hope to catch up with it—and they must not only produce arms for their own and the allied forces, but be prepared to put weapons into the hands of those men in the conquered countries who stand ready to revolt against their oppressors.

I have just sent a letter of direction to the appropriate Departments and Agencies of our Government ordering that immediate steps shall be taken:

1. To increase our production rate of aeroplanes so rapidly that in this year of 1942 we shall produce 60,000 planes, 10,000 more than the goal set a year and a half ago. This includes 45,000 combat planes—bombers, dive-bombers and pursuit planes. The rate of increase will be continued so that next year, 1943, we shall produce 125,000 aeroplanes, including 100,000 combat planes.

2. To increase our production rate of tanks so rapidly that in this year of 1942 we shall produce 45,000 tanks; and to continue that increase so that next year, 1943, we shall produce 75,000 tanks.

U.S.A. DECLARES WAR. President Roosevelt signing America's declaration of war against Japan on Dec. 8, 1941, after Congress had given its approval with only one dissentient voice.
Photo, Associated Press

3. To increase our production rate of anti-aircraft guns so rapidly that in this year, 1942, we shall produce 20,000 of them; and to continue that increase so that next year, 1943, we shall produce 35,000 anti-aircraft guns.

4. To increase our production rate of merchant ships so rapidly that in this year, 1942, we shall build 8,000,000 deadweight tons, as compared with the 1941 production of 1,100,000. We shall continue that increase so that next year, 1943, we shall build 10,000,000 tons.

I rather hope these figures will become common knowledge in Germany and Japan.

Production for war (went on the President) depends on the speed and efficiency of the workers, on the diversion of basic materials from civilian use, and on the cutting of luxuries and other non-essentials—in a word, only an "all-out" war by individual effort and family effort in a united country would hasten the ultimate all-out victory. Whereas the U.S.A. had hitherto devoted only 15 per cent of the national income to defence, the programme for the coming year would cost more than one-half of the annual national income.

Then Mr. Roosevelt gave a warning against defeatism, always one of the chief weapons of Hitler's propaganda machine, and against suspicion and mistrust between one individual and another, one group and another, one race and another, one Government and another.

We cannot wage this war in a defensive spirit. As our power and our resources are fully mobilized, we shall carry the attack against the enemy—we shall hit him and hit him again wherever and whenever we can reach him. We must keep him far from our shores, for we intend to bring this battle to him on his own home grounds.

The American armed forces must be used at any place in all the world where it seems advisable to engage the forces of the enemy . . . American armed forces will operate at many points in the Far East. American armed forces will, on all the oceans, be helping to guard essential communications which are vital to the united nations. American land, air, and sea forces will take stations in the British Isles, which constitute an essential fortress in this world struggle.

We know (continued the President) that we may have to pay a heavy price for freedom, and we are prepared to pay it. To the question, "When will the war end?" there was only one answer: it will end just as soon as we make it end by our combined efforts, strength, and determination to fight through, and work through until the end—the end of militarism in Germany and Italy and Japan.

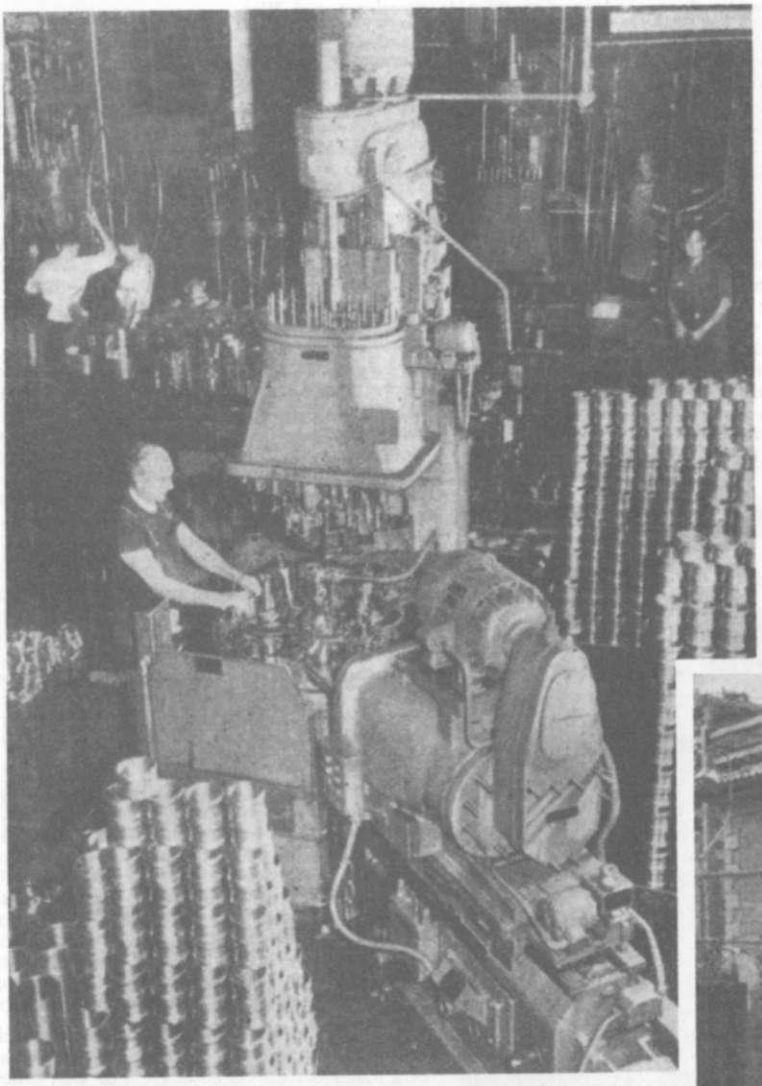
That is the spirit in which the discussions have been conducted during the visit of the British Prime Minister to Washington. Mr. Churchill and I understand each other, our motives, and our purposes. Together, during the past two weeks, we have faced squarely the major military and economic problems of this greatest world war. All in our nation have been cheered by Mr. Churchill's visit. We have been deeply stirred by his great message to us.

After paying tribute to the British people, the Russian people, the Chinese, the Dutch, and all the governments in exile, Mr. Roosevelt concluded:

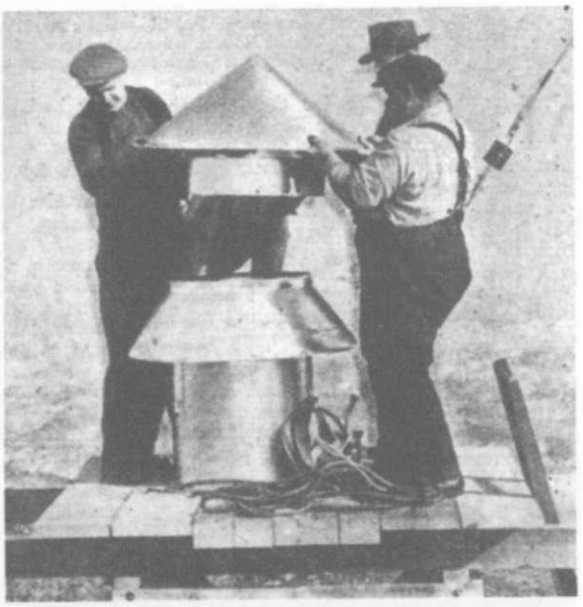
But we of the united nations are not making all this sacrifice of human effort and human lives to return to the kind of world we had after the last world war. We are fighting today for security and progress and for peace, not only for ourselves but for all men, not only for one generation but for all generations . . . We are fighting, as our fathers have fought, to uphold the doctrine that all men are equal in the sight of God. Those on the other side are striving to destroy this deep belief and to create a world in their own image—a world of tyranny, cruelty, and serfdom.

That is the conflict that day and night now pervades our lives. No compromise can end that conflict. There never has been, there never can be, a successful compromise between good and evil. Only total victory can reward the champions of tolerance, decency, freedom, and faith.

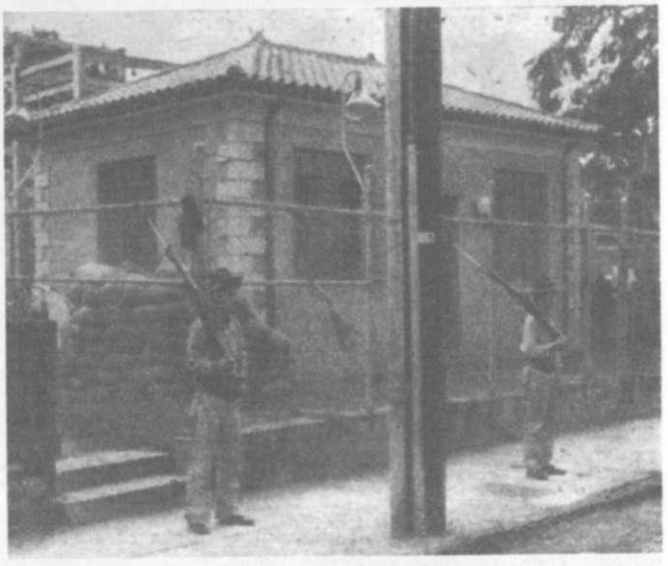
The American Machine Speeds Up for War



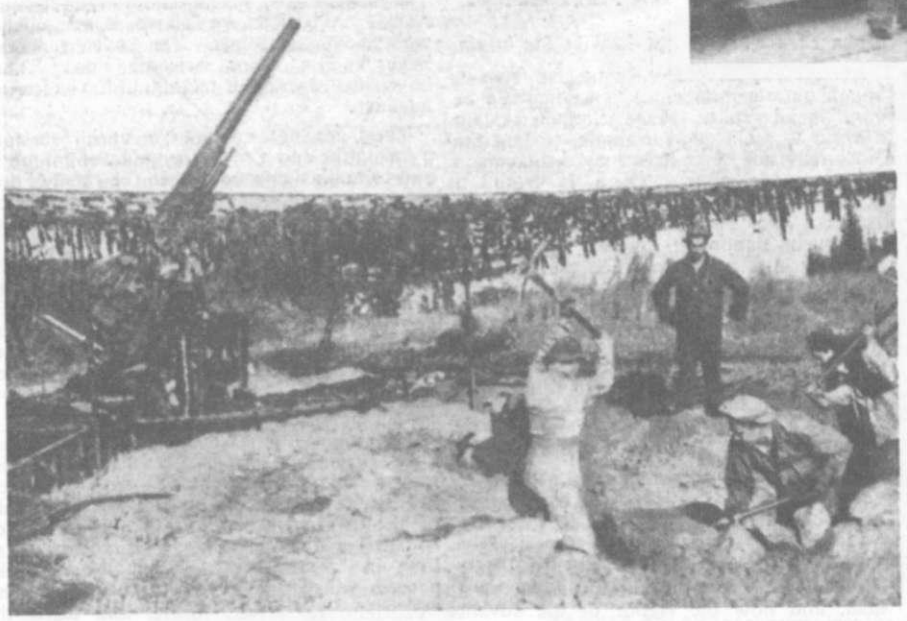
Multiple drill, which combines a score of operations in one, in use in the workshops of General Motors at Rochester, New York, now turned over entirely to the production of tanks, lorries, and other war material.



AIR RAID SIREN being installed at San Francisco. The Pacific seaboard of the United States is now shown to be definitely vulnerable to hostile attack.



Hawaiian sentries on guard outside a power sub-station in Honolulu. Hawaii has passed from a Pacific playground to a battle area.



LOS ANGELES DEFENCES include many anti-aircraft guns, and above a gun crew are digging an emplacement for the gun standing in the camouflaged background. Right, a U.S. bomber being loaded with a cargo of 600-lb. bombs.

Photos, Sport & General, Planet News, Keystone, Fox

The Soldier Who is Winning the War for Russia

Mr. Hamilton Fyfe, famous as a Special Correspondent of world-wide experience and War Correspondent of the "Daily Mail" with the Russians during the Great War until the collapse of Tsarist Russia, contributes this study of the Soviet soldier, whose new national spirit and patriotism inspire him to achievements which were far beyond the reach of the spiritless armies of the Tsar.

MAKING allowance for the help given the armies of the Soviet Union by the weather—and it must be a large allowance—the rapidity of their advance since they took the initiative from the enemy and began to push the Nazis back proves that there is in them a very different spirit from that of the armies, commanded first by a Grand Duke, then by a weak-minded characterless Tsar, with which I served as correspondent for two years during the last war.

The trouble then was that the men had no belief in their officers. It would be hardly too much to say that most of the regimental officers were hated. As for staff officers, they were so completely out of touch with the various fronts that the fighting men scarcely knew of their existence. When staff work was particularly bad, the whole of the blame was put on the generals commanding, which was often unfair. But a widespread impression prevailed that anyone above the rank of major must be grafting and getting rich at the expense of all below them. And the brutal way most officers used to treat their men—if not brutal, it was as a rule contemptuously harsh—created the feeling that there was nothing in common between them.

There were exceptions to this. I was once the guest of a Cossack regiment. One day I was given an exhibition of rhythmic movement and agility by the "regimental dancers." As we sat watching them the colonel told a couple of young subalterns to join in and show what they could do. Then a captain took his place in the ring. Finally the colonel himself, carried away by the music and the stamping, and no doubt by the recollections they brought back to him, dashed in and danced as well as any of them. But all those Cossacks probably came from the same district, the same group of villages. They could be compared with the British soldiers of the middle of last century who followed "the young squire" they had grown up with. Nothing of that sort of fraternization between men and officers was known in other units of the Tsar's forces.

Today the whole attitude of both has been changed. I felt the change as soon as I renewed my acquaintance with the Russian soldier a few years ago. He had always been a likeable fellow. Too fond of vodka perhaps, when he could get it, poor devil! The way it was taken was very often like this: a bottle containing rather more than half a pint would be bought for ninepence. The neck would be knocked off against a wall, then the spirit was swigged off at one go. In a few minutes it took effect. The drinker fell down, wriggled or was rolled into a corner, and slept heavily for hours.

The army is not teetotal now, far from it, though quite a number of abstainers can be found in all ranks. Many of them abstain in order to set a good example, so that the Cause may not be smirched by drunkenness among its defenders. There is truth in very little. It is frowned on by the moderate drinkers. No Party member would take too much liquor in public. Self-respect and the fear of being degraded prevent that.

There has been intensive teaching, too, not only about the harm done to the Cause by the lack of self-control, but about the danger of intoxication when the mercury in the thermometer drops to twenty or thirty below—even fifty at times. Pictures of drunkards frozen stiff have more effect maybe than exhortations to be "good Communists."

Yet it would be a mistake, and a big one, to assume that such exhortations are wasted. The stubborn resistance offered to the Nazi invaders, the determination to destroy everything that could be useful to them, the gallantry with which key points were held, and now the vigour of the advance that is driving the hated Germans back where they came from, prove that these Russians are filled with something like the ardour that used to blaze among Arab tribes in the Sudan on the proclamation of a Holy War. Every man of them is aware that he fights to rid the soil of his country of a pestilent, treacherous, deliberately inhuman foe.

Not that they refuse to look on the German soldier as a fellow-man. They have been told how Hitler and his gang befoozled the German mind. On the Nazi leaders, on the S.S. detachments, on anyone who bellows "Heil Hitler" or "Sieg Heil!" they have no mercy. They do not torture them, they just kill them as poisonous reptiles are killed. But for the deluded rank-and-file they feel pity. They are friendly with them, and the Germans, thawing under kindness, make the remarks and give vent to the feelings which are at once radioed to Germany to break down the civilian dependence on Hitler.

That is one among the many results of instructing the soldier in numerous directions as well as the purely military. He is taught to understand his enemy. He knows that, while troops cozened and conscripted will show energy and even courage when things go well, they quickly lose heart when they are on the run. Therefore he makes every possible effort to keep them moving and to make them move still faster.

The quantity of material they lose shows how well the Russians are succeeding in this. In a few weeks they have captured 3,500 tanks, 2,000 guns, and 30,000 motor trucks or troop-carriers. They lost heavily in their retreat and the Nazis were able to use many of their tanks against them, for they had mobile repair shops not far in the rear. Now it is the turn of our allies to patch up tanks they find abandoned and put them into action against their former owners.

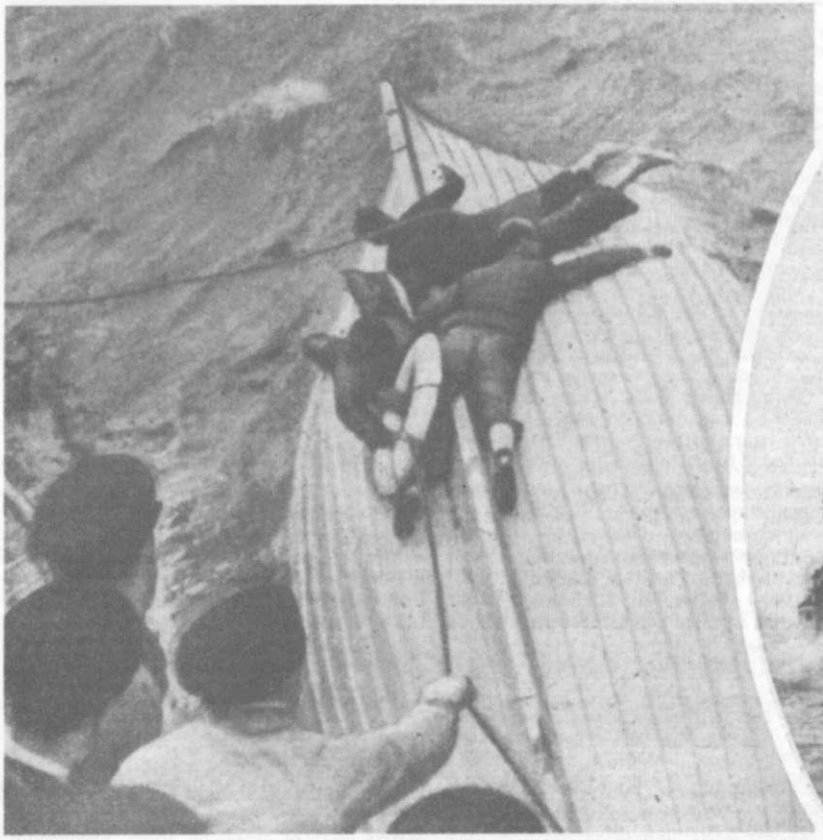
That the Germans had to abandon their Panzer equipment on so large a scale shows how hard driven they were. For this much credit, of course, must be given the High Command of the U.S.S.R. forces. The direction of tactics has been very clever. This was always a strong point in the Russian Army. Alexieff in the last war was a superb worker-out of retreats. The Soviet generals have had a more welcome task. They have worked out the method of a victorious advance.

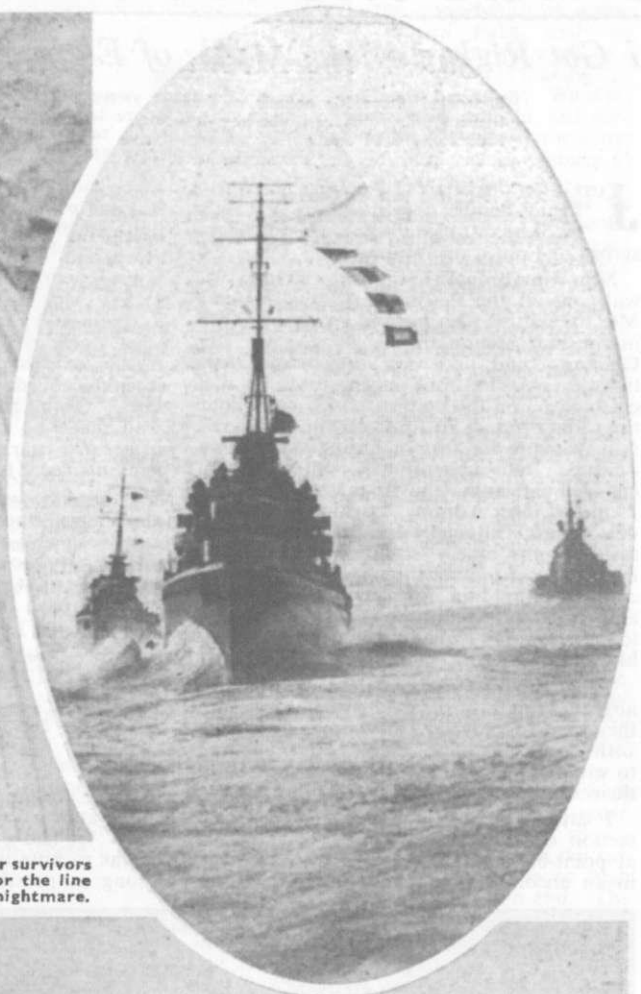
They are not content to push forward a few tanks and a few lorryloads of infantry and to make a chance dent in the enemy line, sending more troops and tanks if the way is kept open, or else leaving the detachment to its fate, if need be. They open up a wide gap and take care to keep it open. Many German punches into the Russian front were countered; the attackers were cut off and annihilated. That does not happen to the Russian thrusts. For they are not only planned with skill and attention to the smallest detail; they are carried out with intelligence as well as dash.

Nothing is left to chance. No lives are deliberately sacrificed. The Russian soldier knows this, and he responds with the best he can give. To him must go the thanks of the civilized world for turning the tide of battle against the enemy, who had had it so long in his favour. He has begun the process which will engulf the Nazi system, extirpate its armed forces, and teach the German people that sheep-like devotion to an aggressive dictator is as disastrous as was their worship of a foolish, bumptious emperor.

SOVIET GUNNERS chatting with Major Laptev, the commander of their artillery unit, after a successful shoot in which they silenced six batteries of German guns which had been harassing the Red Army lines. *Photo, Planet News*

The Battle that Never Ceases—the War at Sea





Clinging to the keel of an upturned ship's lifeboat, too exhausted to move, are four survivors from a torpedoed merchant ship. Only one had sufficient strength to reach for the line thrown by a rescuing warship. Right, British destroyers, the German U-boats' nightmare.

TANKER ABLAZE as she sinks into the Atlantic as a result of enemy action. Left, aircraft guarding a convoy on its way to the Middle East. The war at sea is still the most vital of all the battles in the world-wide war.

Photos, British Official; Central Press, Planet News

I Was There! .... Eye Witness Stories of the War

I Got Right in the Middle of Eleven Messerschmitts

Separated from his squadron during a sweep over France, a Polish Spitfire pilot spent an exciting hour before landing at a South Coast aerodrome with one gallon of petrol in his tank. He here relates his adventures in his own words.

JUST after leaving the English coast on a fighter-bomber operation, I lost touch with the rest of my squadron, so I flew across to France on my own.

Near Hazebrouck I was just catching up with one of the Polish Squadrons when an Me. 109 got between me and another Spitfire in the rear section of this squadron. The German could not have been more than twenty yards in front of me, and he was creeping up on the Spitfire, which was about the same distance in front of him. I dared not open fire for fear of hitting the leading Spitfire. But suddenly the other Spitfire changed direction, and in that split second I opened fire with my machine-guns from dead astern. The enemy dived, and I followed, firing all the time. Black smoke appeared from the cockpit and then flames. I did not care to follow him down too far in case of attack from behind. So I broke off and looked for the squadron again—but they had disappeared.

Then, about 5,000 feet below me, I saw 12 aircraft flying towards the coast. I was sure they were friendly, so I flew down to join up with the last section of them. But on getting to within 20 yards I saw the black crosses on their wings. They were Messerschmitts.

I attacked the leader of the rearmost section on the starboard side, opening fire at point-blank range. He simply fell away in an uncontrollable spin, with black smoke pouring out. I attacked another, but in the middle of my burst I knew that I myself was being attacked. Then my guns stopped firing, and I had to take evasive action.

Somehow I got right into the middle of 11 Me.s, who must have thought they were being attacked by several aircraft. They all started flying in different directions, head on, sideways, zooming and diving. On several occasions collisions were averted only by inches. Owing to my guns having stopped, I had made up my mind to ram anything which came near, but every time I tried the enemy managed to get out of the way.

By this time we were almost over the sea near Calais, and suddenly—possibly as a result of anti-aircraft fire—my aircraft turned on its back and shot upwards. I was unable to right it, as the aileron control seemed to have failed, but I managed to get into a dive and pulled out almost at sea level.

M. RACZKIEWICZ, President of Poland, at a march past of a Polish Wing of the R.A.F. He presented decorations to Polish air aces.
Photo, L.N.A.

There were no Huns in sight, so I endeavoured to find my way home, and landed with one gallon of petrol. My radio and all the pneumatic system had ceased to function, but my only injuries were a few small splinters in my left leg.

One French Family Kept Me for Seven Months

Captured at St. Valery in June 1940, Pte. John Morris, of Kingston-on-Thames, reached home after 16 months in France. The story of how he was befriended by the French people, reprinted from the "Surrey Comet," is told below by Pte. Morris himself.

AT the beginning of June 1940 I was attached to a group of East Surreys. We had a roving commission and our job was to hold up the enemy's advance for as long as possible in order to give other units of the B.E.F. a better chance to embark.

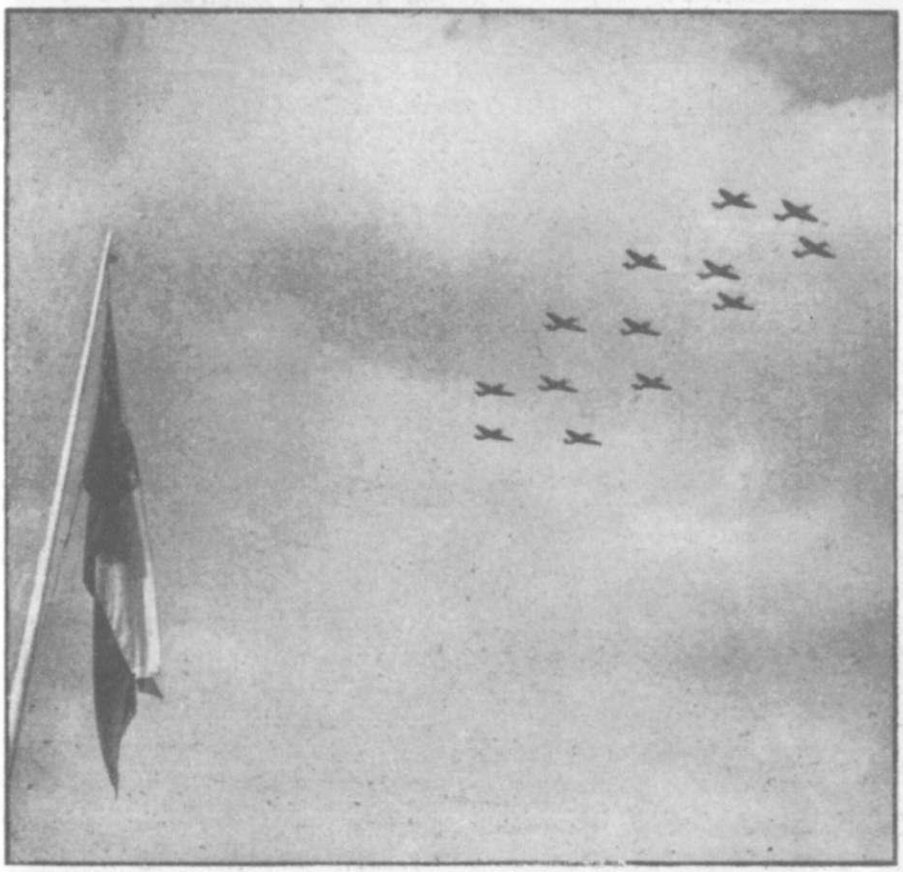
After several days of hard fighting we were forced to surrender at St. Valery. From there we were marched for 12 days towards the interior. We had hardly any food and had to rely upon the generosity of the French, who would line the roadside and give us anything they had. The Germans even objected to this and on one occasion a guard struck me with his rifle butt when I was about to take a piece of bread offered me by a kindly French peasant.

At night we were turned into a field, like a flock of sheep, and left to find whatever shelter we could. If we wanted any breakfast we had to get up at four o'clock, improvize mugs from any rusty tin cans we were lucky enough to find in the ditches, and then were issued with some coffee and black bread.

At the end of 12 days of this wretched existence I decided to make a break for it. I chose a good moment and made a dash for a swamp. I was there four hours before two small French boys found me. They were really grand. They took off their own clothes so as to rig up some sort of change of garment for me, and they even brought me a slice of their valuable bread spread with sugar. Then they showed me the way to the village and took me to one of their countrymen.

I could speak French and between us we planned out the best route for me to take. He fixed me up with a good suit of clothes, gave me some money and told me where to go for aid when I reached my destination. I had an uneventful trip and I reached the town in question after five days of walking.

In this town I found willing help. The place was full of German soldiers and I had to watch my step all the time. I got hold of an identity card. I was introduced to my "mother" and "father," two "brothers" and a "cousin." We were a very happy family. I stayed with these grand people for the best part of seven months. During part of that time we had five German officers billeted with us.



POLISH FIGHTER SQUADRON with the R.A.F. flying past in formation during a review by the Polish President and Mr. Anthony Biddle, American Ambassador to Poland. Polish fighter pilots are doing good work with the R.A.F., and in this page one of them relates some of his adventures.
Photo, British Official: Crown Copyright.

I WAS THERE!

Here are British cadets in the U.S.A. lined up to receive preliminary instruction at Riddle Airfield, Florida. It was in June 1941 that the first batch of 550 cadets set sail for America. They receive the same training as U.S. pilots under the supervision of American Air Corps officers. *Photo, British Official: Crown Copyright*

We Are Learning to Fly in the U.S.A.

Among the R.A.F. cadets who went to America for their training was Michael Rowe, of Kingston-on-Thames. Some of his first impressions of Canada and the United States in the days before war had reached their shores are here reprinted from the "Surrey Comet."

AFTER an uneventful voyage across the Atlantic it was evening when we finally docked in Canada. For the first time in nearly two years we saw the undimmed lights of a city without black-out. The quay itself was floodlit.

Our quarters were semi-permanent bungalows with every convenience. Our first taste of unrationed Canadian food was quite a shock; there was plenty of everything. For a few days, I must admit, we did nothing but eat.

When we reached the shopping centre by street car, we found shops which remained open nearly all night and milk bars on every corner. There were no "pubs," as all alcohol is controlled; if one required any beer one had to get a permit at a liquor store, but the beer wasn't worth the trouble of getting.

On arrival at Toronto we found that we were billeted right inside Toronto Exhibition. We were liberally surrounded by livestock—bulls, cows, horses, sheep, etc. We went there in order that the necessary papers for each of us could be made out and signed by the U.S. Consul before we changed our uniform for civilian togs and our Canadian dollars into American dollars and crossed into the States.

The "Ex." includes a livestock exhibition, a large fair, and exhibits of a hundred and one articles of various manufacturers, while there was a 24-hour typing marathon between teams from U.S.A. and Canada which continued throughout the exhibition. In addition there were numerous bandstands, dance pavilions, Ford car races, and demonstrations and firework displays. Last, but not least, crowds of people, all of whom were very friendly towards us, especially the girls!

A friend and myself decided we couldn't miss the opportunity of seeing Niagara Falls, and we managed to get a lift in a car which was making the double journey. We went there in uniform, and were attacked every five minutes by Americans wishing to photograph us.

A day or two later we entrained for Pensacola, Florida, in air-conditioned coaches which were clean because the windows were kept shut. We changed at Cincinnatti, Ohio, and breakfasted at the station, which was a grand modern affair with a large domed ornamental roof, a marble floor and corridors leading down to the platforms below, from which electric "horses" pulled long trains of baggage trucks.

On arrival at Pensacola we were taken to the naval air station, which is really a marvellous place. The buildings are of brick with white, 20-foot-high stone pillars supporting the porches. Each building is larger than the old school. They are two-storey buildings with marble floors, balconies, showers, classrooms and central heating. Flight students, as we are called, have officers' messing facilities with coloured waiters. We have more than we can eat, and the food is beautifully prepared.

Owing to the fact that our passes ashore are not available yet, we spend our spare time on the beach, which consists of silvery sand. There is plenty of shade from the sun and the temperature of the sea is so high that one can stay in for hours on end. The "ship" is provided with a cool, air-conditioned cinema, where a different programme is shown every night.

At the "ship's" store anything can be purchased very cheaply, from milk shakes, toilet preparations and clothes to cameras and cigarettes, etc. The latter cost 25 cents (1s. 3d.) for 40, with a box of matches thrown in!

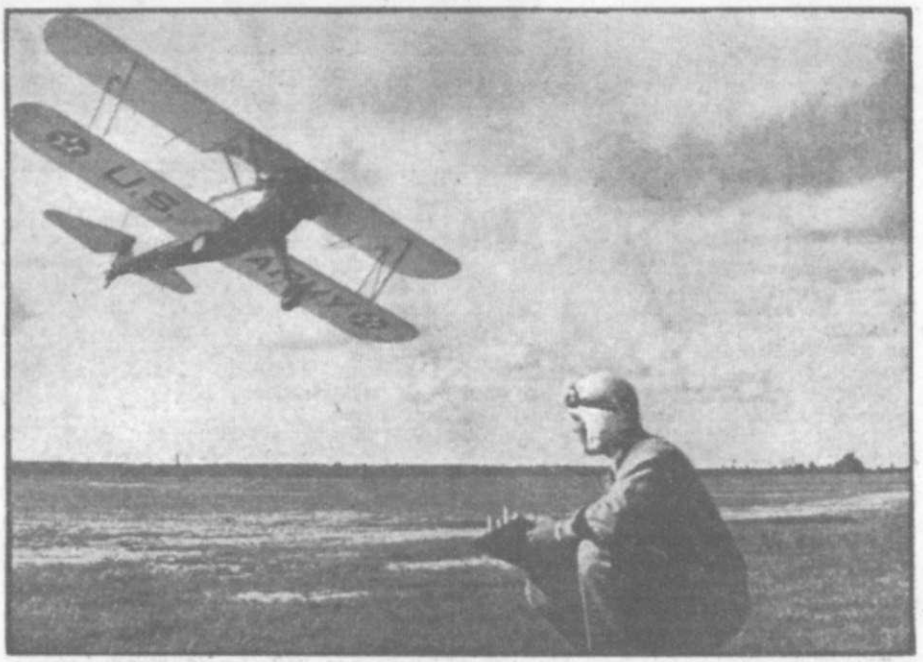
I was accepted as a member of the family who had "just got back from Portugal" (I had been having French and Portuguese lessons from a French professor each day and by now was quite proficient in both languages). When my "mother" told them I was also able to speak English this intrigued the Germans greatly, because they too "had a smattering of English," and so we conversed in the old mother tongue!

By now it was time for me to get moving again, and I went to the commandant to apply for an "ausweiss," or permit, to cross the demarcation line. My identity card stood up to close scrutiny, and with my two "brothers," who were trying to get across to join General de Gaulle, I got on a German troop train going south.

We settled down in a carriage which was already occupied by two German soldiers, and resigned ourselves to the two days' journey. At lunchtime we got out our meal, which consisted of white bread and jam, and the Germans duly produced their inevitable ration of black bread and sausage. By a little bit of bartering here and swopping there we had a two-course lunch—black bread and sausage, first course, and, for sweet, white bread and jam.

Eventually we arrived in Paris, where my "brothers" and I parted. (I have since heard that they managed to reach England and are now serving with the Free French Army.)

I waited in Paris for a few weeks until everything was prepared for the next stage of my journey. I was given fresh supplies of money and clothing and was instructed how to reach Marseilles, from where I managed to reach England.



AN AMERICAN INSTRUCTOR is here seen making notes on the performance of an R.A.F. pupil: his left wing and tail are a little too low. The U.S. Army Air Corps is training 8,000 British pilots a year, and in this page a young British R.A.F. cadet tells of some of his experiences in Canada and America. *Photo, Fox*

Editor's Postscript

THE torpedoing of the French passenger steamer Lamoricière by a submarine of a "foreign power" in the Mediterranean with heavy loss of life, is the usual crude Nazi effort to make increase of bad blood between Vichy France and the Allies (idea: might have been a British, Dutch, Polish, or Free French submarine!), but it is not likely to be any more successful in that respect than the torpedoing of the U.S. ship Athenia at the beginning of the War when Goebbels made the infamous suggestion that Churchill was the instigator of that atrocity.

ONE of my various Mediterranean crossings was in the Lamoricière, and it proved the next worst thing to a dreadful journey years before from Alicante to Algiers in the Jebel Zarzar, one of those speedy little vessels built originally for carrying the mails to Port Said. The Lamoricière left Tunis in an evening of African loveliness and everything seemed set for a delightful trip; the appointments of the ship perfection (it had been built in a British yard only a year or two before); service in the dining-room better than on most French liners. I got talking to a man from Marseilles who had just completed a course of study in Spanish but could not speak it with any fluency. He made a bargain with me that I'd talk Spanish to him and let him reply in French, just to get his ear in, and we yarned so until one in the morning, arranging to meet at breakfast and have a great day. The fates intervened. The ship was almost empty of cargo, the wind freshened, in the morning not one passenger could scramble to the dining-room!

WE had an airy deck cabin, but it was an effort to stand erect even for a minute. Fortunately the stewards could stagger from kitchen to cabins, and during the whole of that day they had to serve the passengers in their beds! My wife and I enjoyed all our meals; there wasn't the slightest tendency to *mal de mer*; we just could not get up and dress. All the other passengers spent the day similarly, and not until the vessel docked at Marseilles next morning did anybody sit down again in that charming dining-room. The rueful countenance of the jolly fellow from Marseilles when I met him at breakfast showed how sincere was his regret at what we had missed. The sinking of the Lamoricière must bring the total number of vessels I have sailed in that have since been sunk in the Great and the Greater Wars up to ten or more. I can name just now the old Oronsa, the Lusitania, the Empress of Britain, the Lapland, and the Rajputana. But there were several others whose names elude me. What a foul thing that old dual-whiskered beast Tirpitz invented when he started the policy of sinking at sight!

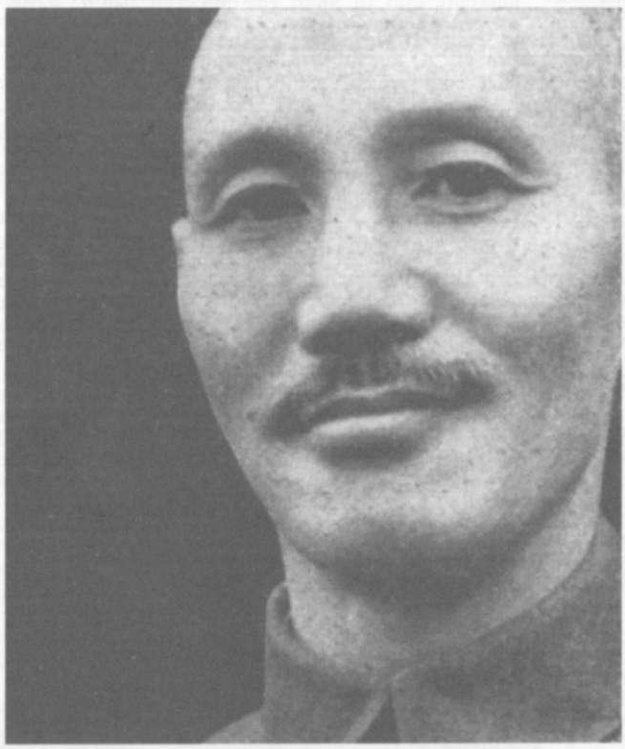
OUR American friends have amused me all my life, since the distant days of Max Adeler and Artemus Ward, and the unique Mark Twain. How much we of the older generation owe of high spirits and entertainment to those old American humorists! Rather outmoded today. But in one particular America has not changed in half-a-century: its readiness to foretell the wonders its men of science are going to perform—some day. A goodly number of the many marvels its scientists have promised have undoubtedly been brought to perfection, or approximately so; the talking picture, the cheap motor-car, are examples. But others are still very remote from realization. Nearly fifty years ago American papers were full of an epoch-making invention whereby no more coal would be wasted by the greater part of its heating value being dissipated up the chimney. An American had perfected a process for extracting the heat-giving element from the coal without having to burn it in a furnace; a few buckets of coal would do the work of tons! I have never yet had the experience of travelling in an American train utilizing this marvellous process, nor in any steamboat so equipped. Like many of their sensational discoveries its death trod upon the heels of its birth.

AND now comes the president of the U.S. Association of Science Writers (N.B.—"writers," not experimenters) with the yarn that—again some day—a ten-pound bomb will be manufactured which will blast a hole 25 miles in diameter and wreck every structure within 100 miles. And this will be accomplished by the simple process of releasing the terrific energy contained within the atoms of uranium. One of these beautiful little bombs would destroy all Berlin. Two, I suppose, would turn London and its eight millions into the dust whence they came. I hope that Lord Beaverbrook will indent for the first of those handy little ten-pounders. Good thing America is now in the War, as Hitler might have got in first with his reservation. I wish I could believe this American "science writer" (Jules Verne had nothing on any of them), for an assortment of these ten-pound uranium bombs would solve the problem of how to get rid of Germany from this planet.

IN a comparison between the Russian soldier of 1812 and 1941 a correspondent in "The Times" remarks that the Russians' "fighting qualities have remained the same: great tenacity, courage and endurance; supreme skill in guerilla fighting, fanaticism and *psychic resistance to defeat*." Quite a few Germans who should know their countrymen have written to the effect that Germany expects to be defeated. "Let us die like the Goths," is a line by a Nazi poet. Death is a favourite theme among German artists and writers, and the Dance of Death has inspired many a Teuton painter. Their most popular modern poet, Rainer Maria Rilke, whose life by Prof. Butler I am reading this week-end, infuses many elements of genuine beauty into his melancholic philosophy of despair. A psychologist might diagnose the whole Hitler effort as a monstrous gesture of despair. Beneath a veneer of glory a profound tendency to melancholy and defeatism is ready to express itself at the destined moment.

COMPLETELY amoral, Hitlerism has no spiritual support when things go wrong, and the retreat of the Nazis on the east front may even be the beginning of the rot. Germany expected Britain to fall to pieces after Dunkirk, precisely because she herself would have collapsed in similar circumstances. She also expected Russia to disintegrate under the Nazi sledgehammer in the summer and autumn of 1941. But both Britain and Russia were able to draw on that reserve of inner power which is common to all righteous causes assailed by the forces of evil. This quality is a kind of immortal genius greater than courage itself. No one can deny that the Germans are brave, but they are lacking in that superlative stamina which is ultimately more powerful than armaments. The most hopeful sign as the war proceeds is that more and more men and women in Occupied Europe and beyond are increasing their "psychic resistance to defeat."

WE must all take an occasional holiday from the War, and I can always find surcease in books that have no bearing on the conflict. Such a book is Mr. Grant Richards' record of his friendship with A. E. Housman. No poet could have been happier with his publisher than the author of "A Shropshire Lad": from 1897 till Housman's death in 1936 their friendship was unimpaired. This mutual understanding and respect seem to have been one long holiday, for publisher and poet seldom met but to travel in pleasant places, either in England or France, and collect a memorable vintage or some culinary *chef d'oeuvre* at a favourite restaurant or inn. A. E. Housman emerges from Richards' memories not as a dry scholar or Olympian recluse but as a genial and fastidious host.



GEN. CHIANG KAI-SHEK, placed in supreme command of all land and sea forces of the United Nations operating in the Chinese theatre of war. 55 years old, he is acknowledged to be one of the world's greatest generals. *Photo, Associated Press*

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